

FINAL ENVIRONMENTAL IMPACT STATEMENT

AD-A269 164



DTIC
ELECTE
S C D
AUG 6 1993

RELOCATION OF THE 146th TACTICAL AIRLIFT WING OF THE CALIFORNIA AIR NATIONAL GUARD

VOLUME II APPENDICES

AUGUST 1985

93-17873



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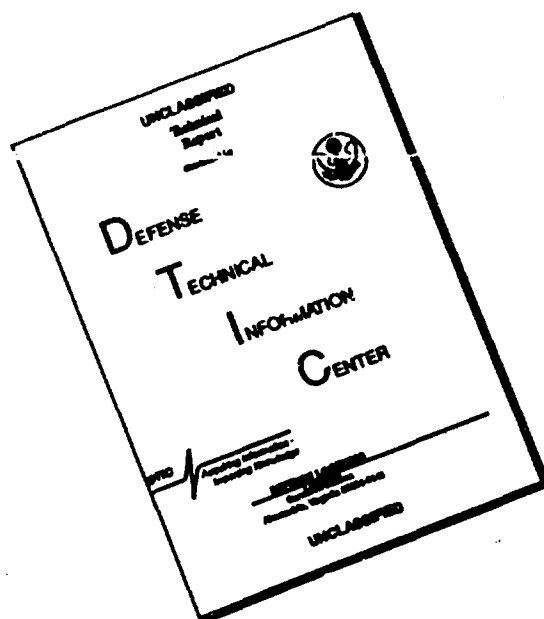
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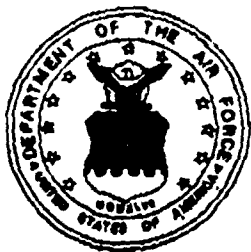
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**Air Force
Environmental Planning Division
(HQ USAF/CEVP)**

Room 5B269
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Washington, DC 20330-1260

16 JUL 93

MEMORANDUM FOR DTIC (Acquisition)

(ATTN: Phil Mauby)

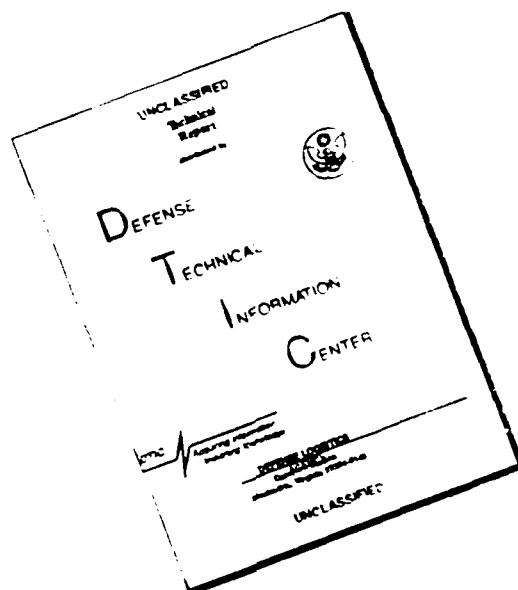
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Jack Bush, Gm-14
Mr. Jack Bush
Special Projects and Plans
703-697-2928
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APPENDIX I
BIOLOGICAL SPECIES LIST

APPENDIX 1
BIOLOGICAL SPECIES LIST
PLANT SPECIES IDENTIFIED AT
PALMDALE AF PLANT #42

KEY

Importance

A Abundant
C Common
F Fragment
O Occasional
I Infrequent

Habitat/Association

Y Yucca brevifolia
A Atriplex canescens
L Larrea tridentata
D Sheep Disturbed

Status

*Non-native species

GNETAE

Ephedraceae - Joint Fir Family
Ephedra nevadensis
Nevada Mormon Tea

Y A L D

C O A

DICOTYLEDONES

Asteraceae - Sunflower Family
Acamptopappus sphaerocephalus
Goldenhead

I O

Ambrosia dumosa
Burro Bush

F

Hymenoclea salsola
Cheese Bush

A O

Stephanomeria exigua
Small Wire Lettuce

O

Tetradymia stenolepis
Narrow-scaled Felt-thorn

O O

Brassicaceae - Mustard Family
Brassica tournefortii
Sahara Mustard

O

Cactaceae - Cactus Family
Opuntia echinocarpa
Silver Cholla

I

	<u>Y</u>	<u>A</u>	<u>L</u>	<u>D</u>
Chenopodiaceae - Saltbush Family				
<u>Atriplex canescens</u>	O	A		
Four-winged Saltbush				
<u>Eurotia lanata</u>	I		O	
Winter Fat				
Euphorbiaceae - Euphorbia Family				
<u>Eremocarpus setigerus</u>	I			
Dove Weed				
<u>Stillingia panceolata</u>	O			
Mojave Stillingia				
Onagraceae - Evening Primrose Family				
<u>Camissonia boothii</u>				
Woody Bottlewasher	I			
Polemoniaceae - Phlox Family				
<u>Eriastrum densifolium</u>	O			
Blue Mantle				
Polygonaceae - Buckwheat Family				
<u>Eriogonum plumatella</u>	I			
Flat-Top				
<u>Eriogonum mohavense</u>	I			
Mohave Buckwheat				
Olacaceae - Nightshade Family				
<u>Lycium andersonii</u>			O	
Desert Tomato				
<u>Lycium cooperi</u>	O		O	
Peach Thorn				
Zygophyllaceae - Caltrop Family				
<u>Larrea tridentata</u>			C	
Creosote Bush				
<u>MOCOTYLEDONES</u>				
Agavaceae - Agave Family				
<u>Yucca brevifolia</u>	F			
Joshua Tree				
Poaceae - Grass Family				
<u>*Bromus rubens</u>	O	F	C	
Red Brome				
<u>*Bromus tectorum</u>	O	C	C	
Downy Brome				

	<u>Y</u>	<u>A</u>	<u>L</u>	<u>D</u>
<u>Oryzopsis hymenoides</u> Indian Ricegrass		I		
<u>Poa scabrella</u> Pine Bluegrass		I		
<u>Schismus barbatus</u> Mediterranean Grass		C	C	C
<u>Stipa speciosa</u> Desert Needlegrass		F		

VERTEBRATE SPECIES OBSERVED ON-SITE
AND REPORTED IN THE AREA (a)

<u>Scientific Name (Amphibians & Reptiles)</u>	<u>Common Name</u>
<u>Dipsosaurus dorsalis</u>	Desert iguana
<u>Cnemidophorus tigris</u>	Western whiptail (observed)
<u>Callisaurus draconoides</u>	Zebra-tailed lizard
<u>Crotaphytus collaris</u>	Collared lizard
<u>Uma scoparia</u>	Fringe-toed lizard
<u>Crotaphytus wislizenii</u>	Long-nose leopard lizard
<u>Gerrhonotus multicarinatus</u>	Southern alligator lizard
<u>Uta stansburiana</u>	Side-blotched lizard (observed)
<u>Gopherus agassizi</u>	Desert tortoise
<u>Crotalus viridis</u>	Western rattlesnake
<u>Crotalus cerastes</u>	Sidewinder
<u>Tantilla planiceps</u>	Black-headed snake
<u>Bufo boreas</u>	Common toad
<u>Xantusia vigilis</u>	Desert night lizard
<u>Eremophila alpestris</u> (Avifauna)	Horned lark (observed)
<u>Corvus corax</u>	Common raven (observed)
<u>Cathartes aura</u>	Turkey vulture (observed)
<u>Lanius ludovicianus</u>	Loggerhead shrike (observed)
<u>Falco sparverius</u>	American kestrel (observed)
<u>Geococcyx californianus</u>	Roadrunner (observed)
<u>Lophortyx californicus</u>	California quail
<u>Buteo jamaicensis</u>	Red-tailed hawk (observed)
<u>Accipiter cooperii</u>	Cooper's hawk
<u>Hylocichla guttata</u>	Hermit thrush
<u>Dendroica auduboni</u>	Audubon warbler
<u>Chamaea fasciata</u>	Wrentit
<u>Amphispiza belli</u>	Sage sparrow
<u>Icterus parisorum</u>	Scott's oriole
<u>Tyto alba</u>	Barn owl (pellets)
<u>Zenaidura macroura</u>	Mourning dove (observed)
<u>Taxostoma lecontei</u>	LeConte's thrasher (observed)
<u>Gymnorhinus cyanocephala</u>	Pinyon jay
<u>Camphylorhynchus brunneicapillum</u>	Cactus wren (observed)
<u>Hesperiphona vespertina</u>	Evening grosbeak
<u>Bombycilla cedrorum</u>	Cedar waxwing
<u>Sturnus vulgaris</u>	Starling (observed)
<u>Columbia livia</u>	Rock dove (observed)
<u>Hirundo rustica</u>	Barn swallow
<u>Euphagus cyanocephalus</u>	Brewer's blackbird
<u>Elanus leucurus</u>	Black shouldered kite
<u>Passer domesticus</u>	House sparrow (observed)
<u>Sturnella neglecta</u>	Western meadowlark (observed)
<u>Minus polyglottos</u>	Mockingbird (observed)

**PLANT SPECIES OBSERVED ON-SITE
AT NAS POINT MUGU**

Scientific Name

Common Name

DICOTYLEDONAE

AMARANTHACEAE - AMARANTH FAMILY

Amaranthus hybridus

Green amaranth

Apiaceae

Carrot family

Apium graveolens

Celery

ASTERACEAE - SUNFLOWER FAMILY

Ambrosia psilostachya

Western ragweed

Aster exilis

Slender aster

Baccharis glutinosa

Mulefat

Cirsium vulgare

Bull thistle

Conyza bonariensis

Flax-leaved fleabane

Picris echioides

Bristly ox tongue

BORAGINACEAE - BORAGE FAMILY

Heliotropium curassavicum

Salt heliotrope

BRASSICACEAE - MUSTARD FAMILY

Raphanus sativus

Wild radish

CARYOPHYLLACEAE - PINK FAMILY

Spergularia marina

Saltmarsh sand-spurrey

CHENOPODIACEAE - GOOSEFOOT FAMILY

Atriplex patula

Spear orache

Bassia hyssopifolia

Five-hooked bassia

Beta vulgaris

Sugar beet

Chenopodium album

Lamb's-quarters

Chenopodium ambrosioides

Mexican-tea

Salicornia subterminalis

Pickleweed or glasswort

Suaeda californica pubescens

Wooly California sea-blite

CONVOLVULACEAE - MORNING-GLORY FAMILY

Convolvulus arvensis

Field bindweed

Cressa truxillensis

Alkali weed

FABACEAE - PEA FAMILY

Melilotus albus

White sweet-clover

MALVACEAE - MALLOW FAMILY

Malacothamnus densiflorus
Malva parviflora

Many-flowered mallow
Cheeseweed

MYRTACEAE - MYRTLE FAMILY

Eucalyptus globulus

Blue gum

PLANTAGINACEAE - PLANTAIN FAMILY

Plantago major

Common plantain

POLYGONACEAE - BUCKWHEAT FAMILY

Polygonum lapathifolium
Rumex crispus

Willow-weed
Curly dock

SALICACEAE - WILLOW FAMILY

Salix hindsiana
Salix laevigata
Salix lasiolepis

Sandbar willow
Golden willow
Arroyo willow

SOLANACEAE - NIGHTSHADE FAMILY

Datura meteloides
Solanum nodiflorum

Jimson weed
Small-flowered nightshade

MONOCOTYLEDONAE

CYPERACEAE - SEDGE FAMILY

Scirpus californicus

Tule

POACEAE - GRASS FAMILY

Bromus willdenovii
Cynodon dactylon
Distichlis spicata
Echinochloa crusgalli
Leptochloa uninervia
Lolium perenne multiflorum
Paspalum dilatatum
Polypogon monspeliensis

Rescue grass
Burmudagrass
Saltgrass
Watergrass
Sprangletop
Italian ryegrass
Dallas grass
Rabbit's-foot grass

TYPHACEAE - CAT-TAIL FAMILY

Typha angustifolia

Narrow-leaved cat-tail

VERTEBRATE SPECIES OBSERVED ON-SITE (a)

<u>Scientific Name (Avifauna)</u>	<u>Common Name</u>
<u>Ardea herodias</u>	Great blue heron
<u>Butoroides virescens</u>	Green heron
<u>Casmerodius albus</u>	Great Egret
<u>Anas platyrhynchos</u>	Mallard
<u>Cathartes aura</u>	Turkey vulture
<u>Elanus leucurus</u>	Black shouldered kite
<u>Accipiter cooperi</u>	Cooper's hawk
<u>Buteo jamaicensis</u>	Red-tail hawk
<u>Buteo lineatus</u>	Red-shouldered hawk
<u>Circus cyaneus</u>	Marsh hawk
<u>Falco sparverius</u>	American kestrel
<u>Charadrius vociferus</u>	Killdeer
<u>Larus delawarensis</u>	Ring-billed gull
<u>Zenaida macroura</u>	Mourning dove
<u>Geococcyx californocus</u>	Roadrunner
<u>Sayornis nigricans</u>	Black phoebe
<u>Petrochelidon pyrrhonota</u>	Cliff swallow
<u>Corvus brachyrhynchos</u>	Common crow
<u>Mimus polyglottos</u>	Mockingbird
<u>Lanius ludovicianus</u>	Loggerhead shrike
<u>Sturnus vulgaris</u>	Starling
<u>Sturnella neglecta</u>	Western meadowlark
<u>Agelaius phoeniceus</u>	Red-winged blackbird
<u>Spinus tristis</u>	American goldfinch
<u>Sylvilagus auduboni</u> (Mammals)	Desert cottontail
<u>Spermophilus beecheyi</u>	California ground squirrel
<u>Thomomys bottae</u>	Pocket gopher
<u>Canis latrans</u>	Coyote
<u>Hyla regilla</u> (Amphibians)	Pacific tree frog

- (a) For a complete species inventory of vascular plants, mammalian species, bird species and marine invertebrates of Magu Lagoon and surrounding areas, contact the Pacific Missile Test Center - Biologist.

Scientific Name (Mammals)

Common Name

Dipodomys deserti
Neotoma fuscipes
Sylvilagus audubonii
Perognathus longimembris
Reithrodontomys megalotis
Sylvilagus bachmani

Perognathus californicus
Taxidea taxus
Urocyon cinereoargenteus
Canis latrans
Felis domesticus
Canis domesticus

Desert kangaroo rat
Dusky-footed woodrat
Audubon's cottontail (observed)
Little pocket mouse
Western harvest mouse
Brush rabbit
Black-tail jackrabbit (observed)
California mouse
Ringtail badger
Grey fox
Coyote (observed)
Feral cat (observed)
Feral dog (observed)

- (a) Species not listed as observed have been reported in the Antelope Valley area Department of Transportation - Federal Aviation Administration Draft EIS - Palmdale International Airport - January 1978.)

APPENDIX II

**CORRESPONDENCE RECEIVED DURING PREPARATION
OF DRAFT ENVIRONMENTAL IMPACT DOCUMENTS**

Section A

**Comments Received in Response to
Notice of Intent and Notice of Preparation**

DEPARTMENT OF TRANSPORTATION

DIVISION OF AERONAUTICS

1120 "M" STREET

SACRAMENTO, CA 95814

(916) 322-3090



September 19, 1984

RECEIVED

OCT 1 1984

PRC - P & D

MSgt. Riley Black
Department of Air Force
146th Tactical Airlift Wing
8030 Balboa Boulevard
Van Nuys, CA 91409

Dear Sergeant Black:

Department of Air Force's NOP for
146th Tactical Airlift Wing National Guard
Van Nuys, Base Relocation EIR-EIS, SCH #84080104

Upon review of subject NOP, specific comments are difficult to provide at this stage until the final location of the Air National Guard Wing is determined. When this decision is made, consideration should be given to the issues of noise and safety from increased aircraft activities resulting from the relocation of the Wing.

Thank you for the opportunity of reviewing and commenting on this NOP.

Sincerely,

JACK D. KEMMERLY, Acting Chief
Division of Aeronautics

Earl A. Tucker, Chief
Air Transportation



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY

REGION IX

215 Fremont Street
San Francisco, Ca. 94105

Mr. Don Williams
ANGSL/DEV
Andrews AFB, MD 20331

APR 19 1984

Dear. Mr. Williams:

The Environmental Protection Agency (EPA) has reviewed the Notice of Intent for the project titled RELOCATION OF THE 146 TACTICAL AIRLIFT WING FROM VAN NUYS AIRPORT TO NAS POINT MUGU, CALIFORNIA.

Our review is based on the Council on Environmental Quality (CEQ) Regulations (40 CFR Parts 1500-1508). We have the enclosed comments to offer at this time.

We appreciate the opportunity to comment on the proposed project. Please send three copies of the Draft Environmental Impact Statement (DEIS) to this office at the same time it is officially filed with our Washington, D.C. office. We also request notification of any public hearings to be held on this project. If you have any questions, please contact me at (415) 974-8188 or FTS 454-8188.

Sincerely yours,


for Loretta Kahn Barsamian, Chief
EIS Review Section

Enclosure

Water Quality Comments

For each alternative the DEIS should:

1. Demonstrate the proposed project's consistency with Executive Order 11988 titled "Floodplain Management," dated May 24, 1977.
2. Completely describe current drainage patterns in the project locale.
3. Assess how altering drainage patterns and characteristics will affect drainage hydrology, surface runoff, erosion potential, soils, vegetation, and therefore water quality.
4. Identify any project impacts on riparian (in-stream) habitats or conditions (such as changes in substrate, direction of stream flow or sediment levels).
5. Evaluate the potential for increased toxicity in the stream due to either discharge to the streams or runoff from surrounding areas.
6. Discuss the project's conformity with state and local water quality management plans and Federal-state water quality standards.
7. Identify appropriate mitigation measures to protect water quality both during and after project construction.

404(b) Permit Comments

The Los Angeles District Office of the U.S. Army Corps of Engineers should be contacted to determine the need for a Section 404 discharge permit for any portion of the proposed project. If a permit is required, EPA will review the project for compliance with Federal Guidelines for Specification of Disposal Sites for Dredged or Fill Material (40 CFR 230), promulgated pursuant to Section 404(b)(1) of the Clean Water Act. Our evaluation would focus on the maintenance of water quality and the protection of wetlands, fishery and wildlife resources. If applicable, the results of further study should indicate the amount of dredging required, potential disposal sites, types of fill material to be utilized, and quantities to be discharged into waters and wetlands that fall under Section 404 jurisdiction.

Air Quality Comments

For each alternate location (Van Nuys, Pt. Mugu NAS, Norton AFB, and Palmdale), the DEIS should:

1. Describe present air quality in terms of all pollutants addressed by the National Ambient Air Quality Standards (NAAQS): carbon monoxide, nitrogen dioxide, sulfur oxides, ozone, hydrocarbons, total suspended particulates, and lead. Ambient levels should be compared with the NAAQS, and the number of violations in recent years indicated. It should be noted in the DEIS that each location is in an area designated as a Nonattainment Area for one or more of the pollutants listed above.
2. Describe the aircraft operations that are expected to occur in the foreseeable future. The description should include the number and type(s) of aircraft as well as the expected frequency of each kind of operation.
3. Describe the air pollutant emissions that will result from aircraft operations. Please refer to EPA publication AP-42: Compilation of Air Pollutant Emission Factors.
4. Describe the impact of those aircraft emissions upon ambient air quality in terms of all pollutants listed above. Resulting ambient air quality levels should be compared with the NAAQS, and the number of expected violations specified.

LOS ANGELES COUNTY FLOOD CONTROL DISTRICT



- ☐ SUBDIVISION REPORT
☐ FLOOD HAZARD REPORT
☐ LAND USE REPORT

File No. 2-15.311 2-15.313 1.21

Review of Notice of Preparation of
EIR for 146th Tactical Aircraft Wing
Air National Guard, Van Nuys, Base Relocation
Map or Transmittal Letter Date
7-23-84

Assignment No. 220

TO: Department of the Air Force
MIGT Riley Block
Public Affairs Office
146th Tactical Aircraft Wing
8030 Balboa Blvd.
Van Nuys, Ca 91409

1. This area is outside the boundaries of the Flood Control District and not under its jurisdiction.
2. The Flood Control District has no requirements for this subdivision/application.
3. The subdivision/site is reasonably free of flood hazard from major channels and streams, but may be subject to local flood hazard. Refer to the report of the City/County Engineer concerning local drainage.
4. Portions of the subdivision/site lying in and adjacent to () steep hillsides, () natural watercourses, () tidal/wave action, () overflow, () erosion, () mudflow and/or deposition of debris. Refer to the report of the City/County Engineer concerning local drainage requirements.
5. This project will not significantly affect the environment as far as the District's interests are concerned.
6. Place a note of flood hazard on the final map/grant of waiver and submit engineering documentation to support those limits.
7. Prior to recordation of the final map/grant of waiver, adequate engineering documentation must be submitted showing that building sites are available and are free of flood hazard.
8. Provide a drainage concept prior to approval of the tentative map. Sufficient information must be submitted to the District showing the extent of the drainage problem and proposed solution.
9. Provide improvements to eliminate the flood hazard. Improvements may include () storm drains and/or channels, () debris control facilities, () vehicular access to structures, () _____.
10. Dedicate fee title/an easement/future easement to the District/County of L.A./City of _____ providing adequate right of way for _____.
11. Show on the final map the Flood Control District's right of way for _____.
A permit will be required for any construction affecting the District's right of way or facilities.
12. Approval of the _____ is recommended subject to conditions noted herein or shown on the returned map.
13. The recordation of this map will not unreasonably interfere with the free and complete exercise of the easement held by the District.
14. The _____ is unsatisfactory.
Note the reasons stated herein or shown on returned map.
15. The subdivision/site is in Zone _____ based on the (FIRM) National Flood Insurance Rate Maps.

Comments:

Information relative to the above comments may be obtained by contacting:

Engineering Investigator Harold A. Campbell RCE 19022
Telephone (213) 246-4324

Approved by W. L. Smith C13818 Date of Report 7-27-84
Development Regulation Section

OFFICE OF PLANNING AND RESEARCH

1400 TENTH STREET
SACRAMENTO, CA 95814



DATE: July 30, 1984

TO: Reviewing Agencies

FROM: John B. Ohanian *John Ohanian*
Chief Deputy Director

RE: Department of Air Force's NOP for
146th Tactical Airlift Wing National Guard, Van Nuys, Base Relocation
EIR-EIS, SCH #84080104

Attached for your comments is the Department of Air Force's Notice of Preparation of a draft Environmental Impact Report (EIR) for 146th Tactical Airlift Wing, Air National Guard, Van Nuys, Base Relocation EIR-EIS.

Responsible agencies must transmit their concerns and comments on the scope and content of the EIR, focusing on specific information related to their own statutory responsibility, within 30 days of receipt of this notice. We encourage commenting agencies to respond to this notice and express their concerns early in the environmental review process.

Please direct your comments to:

MSGT Riley Black
Department of Air Force
146th Tactical Airlift Wing, 8030 Balboa Blvd.
Van Nuys, CA 91409

with a copy to the Office of Planning and Research. Please refer to the SCH number noted above in all correspondence concerning this project.

If you have any questions about the review process, call Chris Goggin at 916/445-0613.

Attachments

cc: MSGT Riley Black

DISTRIBUTION LIST FOR SCE

84080104

S - Sent by Lead AgencyX - Sent by Clearinghouse

☒ Anne Geraghty
Air Resources Board
1102 Q Street
Sacramento, CA 95814
916/322-6161

☒ Bill Murphy
Dept. of Housing & Community Dev't.
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Sacramento, CA 95814
916/323-6170

☐ Barbara Kierbow
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Native American Heritage Comm.
915 Capitol Mall, Room 288
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☒ James M. Doyle
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☒ Spyridon Sideris
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☐ Robert McMahon
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☒ Dennis O'Bryant
Dept. of Conservation
1416 Ninth Street, Room 1354
Sacramento, CA 95814
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☐ Mel Schwartz
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Sacramento, CA 95814
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☐ Div. of Mines and Geology

☐ Robert Batha
S.F. Bay Conservation & Dev't. Comm.
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☐ Div. of Oil and Gas

☐ Land Resources Protect. Unit

☐ Robert Tharratt
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☐ Peggy Jenkins
Solid Waste Management Board
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☐ Ted Fukushima
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☒ Ken Fellows
Dept. of Water Resources
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Sacramento, CA 95814
916/445-7416

☐ James Hargrove
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Sacramento, CA 95814
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☒ Harvey Collins
Dept. of Health
714 P Street, Room 430
Sacramento, CA 95814
916/322-2308

Department of Transportation
District Contacts

☐ Doe Comstock
Department of Transportation
District 1
1600 Union Street
Eureka, CA 95501
707/442-5761

☐ Michelle Gallagher
Department of Transportation
District 2
1657 Riverside Drive
Redding, CA 96001
916/246-6404

☐ Brian J. Smith
Department of Transportation
District 3
703 B Street
Marysville, CA 95901
916/674-4277

☐ Mara Melandry
Department of Transportation
District 4
P.O. Box 3366, Rincon Annex
San Francisco, CA 94119
415/357-1867

☐ Jerry Laumer
Department of Transportation
District 5
50 Higuera Street
San Luis Obispo, CA 93401
805/549-3114

☐ Mert Parlier
Department of Transportation
District 6
P.O. Box 12616
Fresno, CA 93778
209/488-4088

☒ Wayne Ballentine
Department of Transportation
District 7
120 Spring Street
Los Angeles, CA 90012
213/620-5335

☒ Robert Pote
Department of Transportation
District 8
247 West Third Street
San Bernardino, CA 92403
714/383-4629

☐ Tom Dayak
Department of Transportation
District 9
500 South Main Street
Bishop, CA 94514
714/873-8411

☐ John Gagliano
Department of Transportation
District 10
P.O. Box 2048
Stockton, CA 95201

☐ Jim Cheahire
Department of Transportation
District 11
2825 Juno Street
San Diego, CA 92138
714/237-6755

Fish and Game - Regional Offices

☐ A. Naylor, Regional Manager
Department of Fish and Game
627 Cypress
Redding, CA 96001
916/246-6274

☐ P. Jensen, Regional Manager
Department of Fish and Game
1701 Nimbus Road, Suite A
Rancho Cordova, CA 95670
916/355-0822

☐ B. Hunter, Regional Manager
Department of Fish and Game
Yountville Facility, Bldg. C
Yountville, CA 94599
707/944-4460

☐ G. Nokes, Regional Manager
Department of Fish and Game
1234 East Shaw Avenue
Fresno, CA 93726
209/222-3761

☒ Fred A. Worthley Jr., Reg. Manager
Department of Fish and Game
245 West Broadway
Long Beach, CA 90802
213/560-6113

☐ Rolf E. Hall
Marine Resources Region
245 West Broadway
Long Beach, CA 90802
213/560-6156

State Water Resources Control Board

☐ Joan Jurancich
State Water Resources Control Board
Division of Water Quality
P.O. Box 100,
Sacramento, CA 95801
916/322-3413

☐ Jerry Johns
State Water Resources Control Board
Delta Unit
2125 19th St., Sacramento, CA 95818
P.O. Box 100, Sacramento, CA 95801

☐ Al Yang
State Water Resources Control Board
Division of Water Rights
901 P Street
Sacramento, CA 95814
916/324-6716

☒ Regional Water Quality Control Board

Region # 6 City Victorville
4 Los Angeles

DEPARTMENT OF TRANSPORTATION

DISTRICT 5, P.O. BOX 231
SAN BERNARDINO, CALIFORNIA 92402



July 31, 1984

NOP-146th Tactical
Airlift Wing Relocation
08-SBd-30-31.63

MSGT Riley Black
Public Affairs Office
146th Tactical Airlift Wing
8030 Balboa Boulevard
Van Nuys, CA 91409

Dear MSGT Black:

This is in response to the Notice of Preparation of a Draft Environmental Impact Report for the 146th Tactical Airlift Wing Relocation. We would appreciate the opportunity to review and comment on the proposed DEIR in order to evaluate possible impacts to the transportation system, particularly adopted State Route 30 freeway alignment east of Norton Airforce Base and on Interstate Route 10 which provides primary access to Norton AFB and Tippecanoe Avenue.

Consideration should be given to the cumulative effects that the relocation will have on the transportation system from a "worst case" viewpoint. Discussion of the impacts to the transportation system should include traffic growth, traffic safety, drainage, and those associated with the construction, maintenance, and operation of any anticipated highway improvements. Mitigation for traffic impacts should consider the use of carpooling/vanpooling, public transit, and accommodations for both pedestrians and bicycles. Mitigation may involve designation of a rideshare coordinator to encourage utilization of car/van pools and public transportation. Costs related to any transportation improvements, potential for funding, and sources of funds should be discussed.

Should any work be required within state highway right of way, Caltrans would be a responsible agency and may require that certain mitigation measures be provided as a condition of permit issuance.

We urge early and continuous liaison with Caltrans on proposed plans as they affect state highways.

If you have any questions, please contact Richard A. Dennis at (714) 383-4165.

Very truly yours,



R. G. POTE
Chief, Transportation Planning
Branch A (Planning)

DEPARTMENT OF TRANSPORTATION

DISTRICT 7, P.O. BOX 2304, LOS ANGELES 90051



(213) 620-5335

August 2, 1984

Msgt Riley Black
Public Affairs Office
146th Tactical Airlift Wing
8030 Balboa Blvd.
Van Nuys, CA 91409

Notice of Preparation
Department of the Air Force

Dear Msgt Black:

We have received the Notice of Preparation for the 146th Tactical Airlift Wing's Base Relocation EIR/EIS. At this time we cannot determine if CALTRANS will be a responsible agency for this project. Any encroachments on to CALTRANS right-of-way for signing, signalization, ramp/interchange improvements, etc., will require a permit from this agency. The proposed environmental document should review and evaluate the base relocation's impacts upon the operation of State transportation facilities, and the measures needed to mitigate them.

Thank you for this opportunity to comment. For additional information contact Kreig Larson at (213) 620-2819.

Very truly yours,

W. B. Ballantine
W. B. BALLANTINE, Chief
Environmental Planning Branch

PUBLIC WORKS AGENCY

county of ventura

Director
Arthur E. Goulet

Manager - Administrative Services
Paul W. Ruffin

Deputy Directors

Ron Brazill
Real Property Services
Al F. Knuth
Transportation
T. M. Morgan
Engineering Services
G. J. Nowak
Flood Control/Water Resources

August 2, 1984

MSgt. Riley Black
Public Affairs Office
146th Tactical Airlift Wing
8030 Balboa Boulevard
Van Nuys, CA 91409

Subject: VAN NUYS BASE RELOCATION EIR/EIS

Gentlemen:

By letter dated July 23, 1984 you requested information relating to the potential relocation of the Van Nuys base to one of three potential sites, one of which is located in Ventura County for purposes relating to an EIR/EIS. Our comments are as follows.

1. The comment submitted below represents the interests of only the Ventura County Flood Control District.
2. Mugu Drain, a channel under the jurisdiction of the Flood Control District, passes through the property in a north-south direction. We presently consider adjacent land as subject to flood hazard.

Information indicating the flood plain of this channel and any impacts resulting from this activity should be contained in the EIR/EIS. Mitigating measures should be developed for any adverse impacts.

Consideration should be given to not only onsite impacts, but also offsite impacts to adjacent land.

If you have any questions on the above, feel free to contact this office.

Very truly yours,

G. J. Nowak, Deputy Director of Public Works
Flood Control and Water Resources Department

By



W. G. Haydon, Senior Engineer

WGH/tb
cc: Rich Guske

800 South Victoria Avenue, Ventura, CA 93009

DEPARTMENT OF HEALTH SERVICES

2151 BERKELEY WAY
BERKELEY, CA 94704
415/540-2665



August 6, 1984

MSGT Riley Black
Public Affairs Office
146th Tactical Airlift Wing
8030 Balboa Boulevard
Van Nuys, California 91409

SUBJECT: Notice of Preparation for 146th Tactical Airlift Wing,
Air National Guard, Van Nuys, Base Relocation EIR/EIS

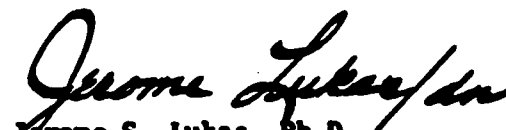
The Department has reviewed the subject environmental document and offers the following comments.

Enclosed for your information is a document prepared by the Noise Control Program entitled, "Guidelines for Noise Study Reports ...", which indicates the type of information the Department considers important in EIRs.

Specifically, the EIR should estimate the number of residences likely to be affected by noise from the addition of 74 operations daily (37 departures and arrivals) at each of the three relocation sites. Single event noise levels for the operations at typical residential sites should be estimated. The improvement, if any, at Van Nuys, should be described as well.

If you have any questions or need further information concerning these comments, please contact Dr. Jerome Lukas of the Noise Control Program, Office of Local Environmental Health Programs, at 2151 Berkeley Way, Room No. 613, Berkeley, California 94704, 415/540-2665.

Stuart E. Richardson, Jr., R.S., Chief
Office of Local Environmental Health Programs


Jerome S. Lukas, Ph.D.
Senior Psychoacoustician
NOISE CONTROL PROGRAM

Enclosure

cc: Environmental Health Division

State Clearinghouse

Guidelines for Noise Study Reports as Part of Environmental Impact Reports

California Office of Noise Control

**California Department of Health Services
2151 Berkeley Way
Berkeley, California 94704**

May 1982

Because complaints about environmental noise are so frequent, the Office of Noise Control recommends that every project with a potential for increasing environmental noise levels or which may be affected by existing or future noise sources should have a Noise Study Report. This report assesses how noise levels associated with the project may affect people. The information contained in the Noise Study Report should be summarized in the Environmental Impact Report or Environmental Impact Statement, and kept on file by the lead agency for review by those with a specific interest in noise.

The attached is designed to help those who prepare Noise Study Reports and Environmental Impact Reports and reviewers of Environmental Impact Reports. Because there are so many different combinations of noise sources and receivers (people impacted by those sources), it is virtually impossible to develop guidelines that cover all situations. Nevertheless, the guidelines should help to bring some consistency to the way noise information is presented in environmental documents.

Suggested Contents of a Noise Study Report

- I. A brief description of the project in terms of its effect on the noise environment and a description of the existing noise environment and its impact upon the project (homes near a freeway, for example).
- II. Two scale maps -- one showing the existing setting and the proposed project with adjacent land uses, receptors, and noise sources identified, and the second map showing the future condition (use a time span of no less than 10 years, unless the project's life span is less) with the proposed project and proposed land uses, receptors, and noise sources identified.
- III. A detailed survey of the existing noise environment.
 - A. The noise survey should encompass the proposed project area and must include any noise sensitive receptors, both near and far. The survey should establish the existing ambient noise level which may then be used to evaluate compliance of the proposed project with applicable noise standards. The standards should be local (city, county) but in their absence state or federal standards may be used. The rationale for the selection of noise survey sites should be included in the report.
 - B. The survey should cover the time periods when the noise environment may be affected by the proposed project.
 - C. The survey should encompass enough days to be representative of the existing "normal" noise environment. Discussion of the similarity or dissimilarity of the noise environment during the survey period with that during other times of the year should be included.
 - D. For the time periods measured, the reported noise data should include the L_{eq} , L_1 , L_{10} , L_{50} , L_{90} , and identification of typical noise levels emitted by existing sources. If day and night measurements are made, report the L_{dn} also. L_{dn} is approximately equal to CNEL; either descriptor may be used. It is imperative that the descriptor conform to that used in the appropriate standard.
 - E. Summarize the present environment by providing a noise contour map showing lines of equal noise level in 5 dB steps, extending down to $L_{dn} = 60$. In quiet areas lower contours should be shown also.
 - F. Identify the noise measurement equipment used in the survey by manufacturer, type, and date of last calibration.
- IV. A description of the future noise environment for each project alternative. The scope of the analysis and the metrics used will depend on the type of project, but as a minimum the following information must be provided:
 - A. Discussion of the type of noise sources and their proximity to potentially impacted areas.
 - B. Operations/activity data:
 1. Average daily level of activity (traffic volume, flights per day, hours on per day, etc.).
 2. Distribution of activity over day and nighttime periods, days of the week, and seasonal variations.
 3. Composition of noise sources (% trucks, aircraft fleet mix, machinery type, etc.).

Summarization of Noise Study Reports in Environmental Impact Reports or Statements

Information included in the Environmental Impact Report or Statement should be a summary of the noise study. The following information must be included:

- A. Maps showing the existing setting and the proposed project with adjacent land uses and noise sources identified. Pertinent distances should be noted.**
- B. A description of the existing noise environment.**
- C. The change in the noise environment for each project alternative.**
- D. A discussion of the impacts for the alternatives.**
- E. A discussion of the compatibility of the project with the applicable Noise Element of the General Plan or the most applicable noise laws or ordinances.**
- F. A discussion of mitigation measures, clearly identifying the locations and number of people affected when mitigation is not feasible.**
- G. Statements of: (1) where to obtain a copy of the Noise Study Report from which the information was taken (or the Noise Study Report may be included as an appendix, and (2) the name of the consultant who conducted the Noise Study if it was not conducted by the author of the Environmental Impact Report.**

DEPARTMENT OF
REGIONAL PLANNING

320 West Temple Street
Los Angeles
California 90012

974-6401

Norman Murdoch
Planning Director

August 6, 1984



Master Sergeant Riley Black
Assistant Public Affairs Officer
146th Tactical Airlift Wing
Air National Guard
8030 Balboa Blvd.
Los Angeles, CA 91404

Dear Sergeant Black:

Thank you for the opportunity to provide early input into the preparation of the EIR/EIS for the relocation of your operations from the Van Nuys Airport. One of the three sites under consideration--Air Force Plant #42--is within the jurisdiction of the County of Los Angeles. We are currently preparing an Areawide General Plan for the Antelope Valley and are certainly interested in any proposed projects within the area--especially one as significant as yours.

Based upon the description of your proposed relocation, as contained, in the July 28, 1984 letter from The Planning Group, there are two areas of concern that we suggest be discussed in the environmental document: traffic and noise. The increase in local vehicular traffic may necessitate improvements in streets, highways and traffic flow controls. Additional air traffic may not only change noise patterns on its own, but may also require a change in air traffic/noise patterns of existing Plant 42 operations. It is important that "build out" projections be considered in these impact assessments. The report should discuss potential surrounding land uses, including the Palmdale International Airport.

We will be glad to review your draft document--thanks again for the opportunity to comment.

Very truly yours,

DEPARTMENT OF REGIONAL PLANNING
Norman Murdoch, Planning Director

Lee Stark, Section Head
Impact Analysis Section

LS:mhb

cc: Eugene Grigsby, The Planning Group



vitalize
van nuys

greater
van nuys area
chamber
of commerce

1 financial center building
14545 victory boulevard
van nuys, california 91411
818 / 989-0300

August 7, 1984

J. Eugene Grigsby III
The Planning Group
1728 Silverlake Blvd.
Los Angeles, CA 90026

Re: Air National Guard Relocation

Gene
Dear Mr. Grigsby:

I was glad to see that the Planning Group is involved in the analysis of the relocation of the 146th Tactical Airlift Wing of the Air National Guard.

This is certainly an issue in which we have an interest, particularly in the consideration of the "do nothing" alternatives. We will not be able to be represented at the scoping meeting scheduled later this month. However, we definately want to be on the mailing list and to be informed of the issues that are raised and the timing and direction of the Guard's anticipated move.

We appreciate your keeping us informed.

Sincerely,

Marcia Mednick

Marcia Mednick
Project Director

MM:sr

cc: Master Sergeant Riley Black ✓





CITY OF
oxnard

PLANNING AND BUILDING SERVICES • 305 W. THIRD STREET • OXNARD, CA 93030 • (805) 984-4657

RICHARD J. MAGGIO, DIRECTOR

August 8, 1984

Master Sergeant Riley Black
Assistant Public Affairs Officer
146th Tactical Airlift Wing
Air National Guard
8030 Balboa Boulevard
Los Angeles, California 91404

Dear Sergeant Black:

Re: Response to Notice of Preparation for Relocating 146th Tactical
Airlift Wing

In the letter from your consultant (The Planning Group) dated July 28, the City of Oxnard was invited to participate in the environmental analysis process for the proposed relocation of the Tactical Airlift Wing from Van Nuys Airport to the Naval Air Station at Point Mugu.

As part of the analysis, we request that consideration be given to several topics in the EIR/EIS as follows:

1. Methods used to minimize practice VFR and IFR approaches by the 146th Tactical Airlift Wing to Oxnard Airport as a means of mitigating noise impacts on surrounding urban areas within the City of Oxnard.
2. Evaluation of impacts of projected aircraft noise on existing and future urban development that could occur in conformance with provisions of adopted plans and policies for the easterly and southerly portions of Oxnard.
3. Evaluation of cumulative impacts of the entire Tactical Airlift Wing facility on all basic urban and community support services of the City of Oxnard. This evaluation should include quantification of any additional services that would have to be provided by the City of Oxnard and measures necessary to mitigate identified impacts. In addition, the relationship of the total cumulative impacts should be evaluated in terms of the applicable adopted plans of the City of Oxnard and adjoining entities. The evaluation of cumulative impacts should also include any other expansion projects being planned for implementation at Point Mugu.
4. Evaluation of impacts of the proposed Tactical Airlift Wing facility location or operation on the flora and fauna associated with and/or dependent upon Mugu Lagoon.

M/Sgt. Riley Black

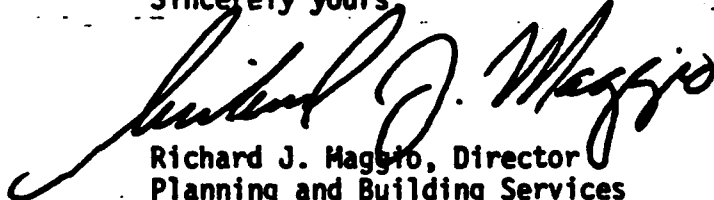
-2-

August 8, 1984

5. Beneficial impacts of the proposed relocation to the City of Oxnard should be included and quantified.

If you or your consultants have any questions about these requests, please contact Mr. Ralph Steele of the Planning and Building Services Department at (805)984-4657.

Sincerely yours



Richard J. Maggio, Director
Planning and Building Services

RJM:RJS:ch

cc: City Manager
Principal Planner
Senior Planner
County of Ventura, RMA Director
City of Camarillo, Planning Director
City of Port Hueneme, Planning Director
The Planning Group, Attn: Eugene Grigsby

City of Los Angeles Department of Airports 1 World Way, Los Angeles, California 90009 • (213) 646-5252 Telex 65-3413
Tom Bradley, Mayor

**Board of
Airport Commissioners**

Elizabeth K. Armstrong
President
Johnnie L. Cochran, Jr.
Vice President
Mary Lou Crockett
Samuel Greenberg
Emmett C. McGaughey

Clifton A. Moore
General Manager

August 29, 1984

Eugene Grigsby
The Planning Group
1728 Silverlake Boulevard
Los Angeles, CA 90026

Dear Mr. Grigsby:

Thank you for the opportunity to comment on the proposed Air National Guard move from Van Nuys Airport. Departmental staff has no specific comments to make at this time. However, continued information on the progress of the environmental assessment would be appreciated.

It is further requested that the Department be kept on the list to receive all pertinent documents and materials generated during the processing of this project.

Sincerely,

Maurice Z. Laham
Maurice Z. Laham, ACP
Airport Environmental Planner

MZL/EFG:jr

cc: W. M. Schoenfeld



United States Department of the Interior

FISH AND WILDLIFE SERVICE

ECOLOGICAL SERVICES

24000 Avila Road

Laguna Niguel, California 92677

RECEIVED

OCT 1 1984

PRC - P & D

September 26, 1984

Mr. Michael Benner
PRC Engineering
972 Town and Country Road
P.O. Box 5367
Orange, California 92667

Re: Comments on Proposed EIS/R for Proposed Relocation of 146th Tactical
Airlift Wing to Point Mugu Naval Air Station

Dear Mr. Benner:

In response to your letter of September 11, 1984 and your recent telephone
conversations with staff biologists at the Laguna Niguel Field Office, we
provide the following remarks.

1. Proposed Relocation Site

Although this site is located in existing agricultural land, it is adjacent
and contiguous with wetlands of Mugu Lagoon, Point Mugu Duck Club, and the
channel associated with the Ormond Beach wetlands. Mitigation for unavoidable
habitat losses during construction, operations, and subsequent maintenance
activities at this site will need to be provided prior to and/or concurrent
with this development.

2. Biological Resources Within the Project Area

The uplands at the end of the main runway are used by resident and migratory
raptors and water-associated birds, including shorebirds and waterfowl. Small
mammals (e.g. mice, shrews, voles) found in this upland area provide prey for
such raptor species as red-tailed hawk, northern harrier, and prairie falcon.

In the vicinity of the project site, associated with the duck ponds, the
Federal listed endangered salt marsh bird's beak (Cordylanthus maritimus
var. maritimus) has been observed. It may be necessary to survey the project
sites for this plant. If any plants are located, consultation under Section 7
of the Endangered Species Act should be considered and measures should be
described which would avoid adverse impacts to this endangered plant.

3. Mitigation Suggestions

In our review of mitigation measures, we would like to see proposals to:

- 1) prevent deterioration of water quality, 2) restore wetland habitats,
- 3) discourage bird usage by attracting the birds away from the facilities,
- and 4) divert waterfowl flight patterns especially during the hunting season.

All these items are general suggestions, as we are unsure of the full scope of the proposed activities in your brief letter. We suggest that you provide a preliminary draft of the proposed DEIS/R for our early input. It is suggested that you have the applicant request a List of Candidate and Listed Endangered Species from Fish and Wildlife Service's Endangered Species Office in Sacramento at 2800 Cottage Way, Room E-1823, Sacramento, California 95825 (Telephone (916) 484-4935).

We hope that this information has assisted you in your preparation of the DEIS/R. If you should need additional information, contact John Wolfe or me at (714) 831-4270.

Sincerely yours,

Martin J. Kenney
for Nancy M. Kaufman
Field Supervisor

RESOURCE MANAGEMENT AGENCY

county of ventura

RECEIVED

001 1 2 324

APR 1 9 84

Victor R. Husbands
Agency Director
(805) 654-2661

September 25, 1984

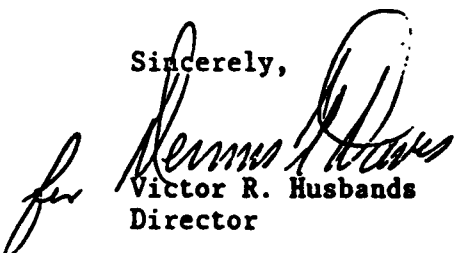
Master Sergeant Riley Black
146th Tactical Airlift Wing
Air National Guard
8030 Balboa Blvd.
Los Angeles, CA 91404

Dear Sergeant Black:

Ventura County Comments on Notice of Preparation EIR for
Relocation of Air National Guard 146th Tactical Airlift Wing

The above referenced environmental document has been reviewed by appropriate Ventura County agencies. Specific reviewing agency comments are attached. Please respond to the comments as required by the California Environmental Quality Act. All responses should be addressed to the commenting agency with a copy to the Residential Land Use Section, Resource Management Agency.


Sincerely,


Victor R. Husbands
Director

VRH:11

Attachments

County of Ventura
RESOURCE MANAGEMENT AGENCY
MEMORANDUM

To: Nancy Settle September 14, 1984
From: Scott Johnson 
Subject: Relocation of the Air National Guard, 146th Tactical
Airlift Wing, to Point Mugu - Notice of Preparation

APCD staff has reviewed the subject document and recommends an air quality impact analysis be prepared to address the impact of the project on air quality and consistency with the Air Quality Management Plan (AQMP).

The proposed transfer of the Air National Guard's 146th Tactical Airlift Wing to the Point Mugu Naval Air Station may result in an increase in the number of flight operations conducted by the Air National Guard in Ventura County. Emissions generated by an increase in the number of military flight operations in Ventura County have not been included in 1982 AQMP emission forecasts. Moreover, the AQMP has not identified measures to mitigate aircraft emissions. Therefore, any additional emissions associated with an increase in the number of flight operations conducted by the Air National Guard at the Point Mugu Naval Air Station would be inconsistent with the 1982 AQMP.

Depending on the amount of emissions associated with the increase in personnel, the number of landings and take-offs and other additional emission sources associated with the 146th Tactical Airlift Wing, the proposed project may have a significant adverse impact on air quality. In July 1983, the Ventura County Board of Supervisors adopted the "Guidelines for the Preparation of Air Quality Impact Analyses". According to the Guidelines, any project emitting 13.7 tons per year of reactive organic compounds (ROC) or oxides of nitrogen (NOx) will individually and cumulatively have a significant adverse impact on air quality.

APCD staff recommends the air quality impact analysis be prepared in accordance with the Guidelines referenced above. The air quality analysis should consider ROC and NOx emissions generated by:

1. The increase in vehicular traffic associated with Air National Guard personnel commuting to the Point Mugu Naval Air Station.
2. The increase in the number of flight operations conducted by the Air National Guard from the Point Mugu Naval Air Station.

3. Stationary emission sources associated with the Air National Guard facility at the Point Mugu Naval Air Station such as fuel depots and fuel burning equipment of at least one-million BTU's or one-hundred horsepower.

Emissions associated with the Air National Guard personnel commuting to the Point Mugu Naval Air Station should be calculated using the procedure outlined in Appendix B to the Guidelines. Emissions generated by the projected increase in the number of flight operations conducted by the Air National Guard at the Point Mugu Naval Air Station should be determined using emission factors contained in Appendix L (pages 224-225) to the 1982 Ventura County Air Quality Management Plan. Emissions generated by any stationary emission sources should be calculated using emission factors contained in EPA'S publication AP-42, "Compilation of Air Pollutant Emission Factors". Additionally, A CALINE 3 model should be used to determine carbon dioxide (CO) emission levels associated with the increase in vehicular traffic on major streets and intersections surrounding the Point Mugu Naval Air Station due to the additional personnel.

If the air quality analysis indicates the project will have a significant adverse impact on air quality, mitigation measures should be identified and emission reductions calculated for each measure based on the project completion date.

If you have any questions, please contact Chuck Thomas of my staff at 654-2799.

CTANG

County of Ventura
PLANNING DIVISION
MEMORANDUM

To: Nancy Settle

Date: September 7, 1984

From: Jeff Walker

Reference No.: _____

Subject: NOP for Air National Guard Relocation

The following provides a summary of my comments and those provided by Todd. The exact location of the 200 - 250 acres required for the relocation is unknown at this time, so the comments are somewhat general.

1. Loss of agricultural land (see Federal Reg. 7 CFR Part 658, July 5, 1984, Part 3, Dept. of Agriculture).
2. Impacts (noise, dust, increase population, etc.) on surrounding agricultural land.
3. Impacts on game preserve adjacent to Navy base.
4. Increased flooding potential and impacts on Mugu Lagoon due to additional run-off from facility.
5. Impacts, such as noise, on surrounding residences and Mugu State Park.
6. Traffic impacts.
7. Potential need for approval from Coastal Commission because of impacts in Coastal Zone.
8. Possible growth inducing impacts depending on the growth of the Airlift Wing.
9. Offsite demands and impacts from the possible 1500 people coming in for weekend duty.
10. What kinds of impacts could be expected from a full-scale practice "alert", and how many such practices could be expected each year?
11. Visual impacts.
12. Will there be any explosive materials stored on the site like there is at the Mugu Navy Base?
13. Air Quality impacts to the Oxnard Plain Airshed. Does the AQMP provide for such a facility?

NS:11:I61



United States
Department of
Agriculture

Soil
Conservation
Service

2828 Chiles Road
Davis, CA 95616
(916) 449-2848

[Handwritten signature]

Subject: LEG AFF - Farmland Protection Policy Act Date: July 13, 1984

To: Persons Interested in Farmland Protection File Code: 320

Attached is the Final Rule for implementing the "Farmland Protection Policy Act", Subtitle I, PL 97-98.

The USDA employees in field locations will receive training in their responsibilities relative to the implementation of the provisions of the Act later this summer.

In the interim, please direct your questions concerning the Final Rule to:

Darwyn Briggs
2828 Chiles Road
Davis, CA 95616
Phone: (916) 449-2849

[Handwritten signature: Darwyn Briggs]

DARWYN H. BRIGGS, Chairman
USDA's California Land Use Committee

Attachment



The Soil Conservation Service
is an agency of the
United States Department of Agriculture



Thursday
July 5, 1984

Part III

Department of
Agriculture

Soil Conservation Service

7 CFR Part 658
Farmland Protection Policy; Final Rule

DEPARTMENT OF AGRICULTURE

Soil Conservation Service

7 CFR Part 658

Farmland Protection Policy

AGENCY: Soil Conservation Service, Agriculture.

ACTION: Final rule.

SUMMARY: This action promulgates a rule for implementation of the Farmland Protection Policy Act, Subtitle I of Title XV of the Agriculture and Food Act of 1981, Pub. L. 97-98. The rule will add a new Part 658 to Title 7 of the Code of Federal Regulations establishing criteria for identifying and considering the effects of federal programs on the conversion of farmland to nonagricultural uses and identifying technical assistance to agencies of state, federal, and local governments that will be provided by the Department of Agriculture.

EFFECTIVE DATE: This rule becomes effective August 6, 1984.

FOR FURTHER INFORMATION CONTACT: Howard C. Tankersley, Executive Secretary, USDA Land Use Issues Working Group, Soil Conservation Service, P.O. Box 2390, Washington, D.C. 20013, telephone 202-382-1855.

SUPPLEMENTARY INFORMATION: A proposed rule was published for public comment on July 12, 1983, in the Federal Register, Vol. 48, No. 134, pp. 31863-31866, and 149 responses, containing hundreds of comments, were received during the comment period, which was originally set to expire September 12, but was extended through October 1, 1983. (See Federal Register, September 2, 1983, p. 39944). The Department of Agriculture has made a number of changes and additions to the rule as proposed in response to several issues raised in the comments. Because several of these modifications will have the effect of limiting the scope of the rule, the Department considered republishing the rule in proposed form for additional comments. However, since the significance of the changes and additions is not so great as to require such republication, it has been determined that any benefit that could be derived from additional public review does not warrant further delay in establishing an effective final rule.

The most important additions clarify and narrow the scope of the Act's coverage and effect from the scope that was contemplated in the proposed rule. In making these additions to the proposed rule, the Department has been guided by the view that if a federal

agency should deny assistance for a project on a certain tract solely on the basis that the site should be preserved for agricultural use, this denial would affect the use of private land and may not be consistent with local zoning or planning policy. The rule needed clarification because Congress expressly provided that the Act would not authorize any federal regulation of private land use. Accordingly, the Department has modified the rule to eliminate any possibility that either the Act or this rule will cause any refusal of federal assistance to private parties and nonfederal units of government.

Similarly, the Department has redrafted the rule to insure that actions by federal agencies will comport with local zoning decisions made to permit urban development on prime farmland.

In enacting the Farmland Protection Policy Act, Congress found that the Nation's farmland was "a unique natural resource" and that each year, "a large amount of the Nation's farmland" was being "irrevocably converted from actual or potential agricultural use to nonagricultural use," in many cases as a result of actions taken or assisted by the Federal Government. The general purpose of the Act is to "minimize the extent" of the role of federal programs in the conversion of farmland to nonagricultural uses and to "assure that federal programs are administered in a manner that, to the extent practicable, will be compatible with state, unit of local government, and private programs and policies to protect farmland." (section 1540(b) of the Act). The Act directs federal agencies to "identify and take into account the adverse effects of federal programs on the preservation of farmland; consider alternative actions, as appropriate, that could lessen such adverse effects; and assure that such federal programs, to the extent practicable, are compatible with state, unit of local government, and private programs and policies to protect farmland." In order to guide the federal agencies in this task, section 1541(a) of the Act directs the Department of Agriculture, in cooperation with other departments, agencies, independent commissions and other units of the Federal Government, to "develop criteria for identifying the effects of federal programs on the conversion of farmland to nonagricultural uses" for the use of all "departments, agencies, independent commissions and other units of the Federal Government" whose programs may affect farmland. This rule for implementation of the Act establishes the criteria required by section 1541(a) of the Act for identifying the effects of federal programs on the

conversion of farmland to nonagricultural uses, provides guidelines for program agencies' use of these criteria, and identifies technical assistance that will be provided by the Department to agencies of federal, state, and local governments pursuant to the Act.

For purposes of the Act, "farmland" is either "prime farmland," "unique farmland," or other farmland "that is of statewide or local importance." All three of these types of "farmland" are defined by section 1540(c)(1) of the Act.

Both the Act and this rule apply only to federal agencies or their programs that might convert farmland. Where no federal activity is involved, the Act does not apply. Neither the Act nor this rule requires a federal agency to modify any project solely to avoid or minimize the effects of conversion of farmland to nonagricultural uses. The Act merely requires that before taking or approving any action that would result in conversion of farmland as defined in the Act, the agency examines the effects of the action using the criteria set forth in the rule, and if there are adverse effects, consider alternatives to lessen them.

The agency would still have discretion to proceed with a project that would convert farmland to nonagricultural uses once the examination required by the Act has been completed. Congress included in the Act a provision, section 1547(a), assuring landowners that the Act "does not authorize the Federal Government in any way to regulate the use of private or nonfederal land, or in any way affect the property rights of owners of such land." Finally, section 1548 states expressly that the Act "shall not be deemed to provide a basis" for any litigation "challenging a federal project, program, or other activity that may affect farmland."

The Department received 149 responses to the publication of the proposed rule on July 12, 1983. Of these, 18 were from federal agencies, 42 from state agencies, 19 from local units of government, 60 from national, state and local public interest organizations, and 10 were from individuals or firms. Where possible, comments contained in the responses were categorized according to that section of the proposed rule to which they applied. Others were categorized as general comments. All comments were summarized to identify the issues or concerns expressed.

Each response was carefully studied and the rule has been modified where possible and where such modifications are consistent with the Act. Following are the most important changes which were made to the rule as published in

July 1983. They result in a limitation of the scope of the rule from the proposed version published earlier.

1. The rule now specifies that if there is a project proposed to be placed on farmland with federal assistance to a landowner or other nonfederal party, the federal agency may not refuse to grant such assistance to the project based on the Act or the rule. Section 1547(a) of the Act states that the Act "does not authorize the Federal Government in any way to regulate the use of private or nonfederal land." Nor does the Act provide authority for the Federal Government to withhold assistance to a project solely because it would convert farmland to nonagricultural uses.

2. The rule now specifies that if there is "prime farmland" that a state or local government has designated, through zoning or planning, for commercial, industrial or residential use that is not intended at the same time to protect farmland, this land will not be covered by the Act, since it will be deemed to be "committed to urban development" and thus outside the Act's definition of "prime farmland" subject to the Act.

3. The rule makes it clear that activities of the Federal Government to issue permits or licenses on private or nonfederal lands or approve public utility rates are not "federal programs" within the definition provided in the Act, and thus neither the Act nor the rule will apply to these activities of federal agencies.

The following are other important changes to the proposed rule. They deal with technical features of the rule itself.

1. The number of land evaluation criteria has been reduced from five to one, and the number of site assessment criteria has been reduced from 16 to 12. Site assessment criteria numbers 5 (special siting requirements) and 6 (alternatives having less relative value for agricultural production) in the proposed rule have been shifted from the criteria to the guidelines to evaluate alternative sites. Criterion number 7 (compatibility with comprehensive development plans) now has been incorporated in criterion number 4 of the rule.

2. The site assessment criteria have been rewritten with additional guidance, consistent with the comments and findings in field tests on 27 sites in seven counties, to clarify their meaning and to make them more specific.

3. To respond to criticism by many commenters that all site assessment criteria did not deserve equal weight, the rule now assigns different weights to the various criteria. Agencies are still free to change the weighting for their own use but a rulemaking procedure in

consultation with the Department is recommended.

4. To assist agencies in knowing which project sites call for exploration of alternatives, a point score of 160 has been established in the rule as the threshold for considering additional alternative actions, sites, or designs.

5. Agencies will be provided with a Farmland Conversion Impact Rating Form (AD-1006) on which they will request determinations from the Soil Conservation Service (SCS) of whether proposed sites are subject to the Act. Upon request, SCS will furnish a score for a site's relative value as farmland. The agencies will then compute for themselves the site assessment criteria scores.

6. The rule now encourages a procedure to make farmland protection evaluations part of an agency's review under the National Environmental Policy Act (NEPA).

7. In the case of linear or corridor-type projects, such as utilities, highways, and railroads, the criteria and guidelines for using them have been modified to be more appropriate.

8. A number of definitions have been added in § 658.2 of the rule. These include definitions for: "land already in or committed to urban development or water storage," "construction or improvement projects beyond the planning stage," "private programs to protect farmland," "site," "unit of local government," and "state or local government programs to protect farmland." The definition of "federal program" has been expanded to explain what the definition does not include as provided in section 1540(c)(4) of the Act.

9. The rule has been modified to require that SCS complete the land evaluation within 45 calendar days after receiving a request for assistance on a Farmland Conversion Impact Rating Form (AD-1006).

10. In recognition that some state and local governments have been adopting land evaluation and site assessment (LESA) systems, the guidelines for using the criteria recommend more strongly than in the proposed rule that where these systems exist locally, federal agencies use them to make their evaluations. In locations where there is no LESA system in place, agencies would always use the criteria in this rule.

11. The prohibitions contained in the Act against using the Act for federal regulation of land uses or as a basis for legal action have both been incorporated in § 658.3 of the rule.

12. The technical assistance section, § 658.6, has been shortened to delete two unnecessary subsections and

directions, including the statement that the Department "will encourage federal agencies to protect farmland from unnecessary and irreversible conversion to nonagricultural uses." The Act does not assign the Department such a role toward other federal agencies.

General Issues Raised by the Comments

1. Can Farmland Protection Policy Act Analysis Be Performed as Part of the NEPA Process?

Responses from the U.S. Department of Transportation, Commerce and Energy, the Washington Legal Foundation, National Association of Home Builders, eight state highway or transportation agencies and others maintained that existing National Environmental Policy Act (NEPA) procedures are adequate for considering the effects of federal actions on farmland or that farmland protection should be integrated into the individual agencies' procedures for meeting NEPA environmental or other study requirements, thus eliminating any need for additional rules.

Prior to the enactment of the Act, the Council on Environmental Quality (CEQ) was already requiring federal agencies to assess the direct and indirect effects of their proposed actions on prime and unique agricultural lands. This requirement was issued in a memorandum dated August 11, 1980, from the CEQ Chairman to Heads of Agencies.

The memorandum cites 11 subsections of the Regulations for Implementing the Procedural Provisions of the National Environmental Policy Act, 40 CFR Part 1500 et seq., where the regulations apply to prime and unique agricultural lands. The CEQ memorandum states that when an agency begins planning any action, it should, in the development of alternative actions, assess whether the alternatives will affect prime or unique agricultural lands and identifies these lands as those defined in 7 CFR 657.5. The NEPA regulations leave to the individual agencies the determination of procedures to be used in assessing these effects. Agencies are permitted in 40 CFR 1500.4(p) to establish program exclusions that categorically remove certain projects or actions from consideration under NEPA (categorical exclusions).

The FPPA, which was enacted on December 22, 1981, requires USDA to develop, in cooperation with other federal agencies, criteria for identifying the effects of federal programs on the conversion of farmland to nonagricultural uses. These criteria

would be appropriate for use by individual agencies in carrying out their responsibilities under the NEPA regulations, and agencies are encouraged to apply these criteria as part of the NEPA process. However, FPPA imposes a separate responsibility on the agencies which may not always be discharged through compliance with the NEPA regulations, since the agencies' NEPA regulations may exclude certain categories of projects from NEPA which may not be excludable under the FPPA. Guidance for compliance has been added to § 658.4 of the rule.

2. Does the Rule Have Far-Reaching Economic or Environmental Impact?

The Irvine Company, the Department of Transportation, the National Cattlemen's Association, and one private individual stated that the rule would have far-reaching economic impacts on the economy of a state or would result in a cost increase of \$100 million or more annually to consumers, individual industries, federal, state or local government agencies, or geographic regions. Therefore, they maintained, it should have had a regulatory impact analysis pursuant to Executive Order 12291. Similarly, the Natural Resources Defense Council, Consumers Union and others stated that the rule must be subject to an environmental impact analysis under provisions of NEPA regulations because it is "a major federal action significantly affecting the quality of the human environment."

The Department's position remains that the rule does not constitute a major action. The rule was extremely narrow in its effect in the form in which it was proposed on July 12, 1983. The rule published here is ever narrower in scope. It can affect only the decisionmaking process of federal agencies when their own projects or those they assist would convert farmland to nonagricultural uses. Furthermore, in those cases where it still applies, the rule, like the Act, is only procedural. It does not mandate that any project be changed. It merely requires agencies to examine impacts on farmland and consider alternatives. Neither the Act nor the rule would bar an agency from proceeding with its project or assisting if it decides, after assessing the impact on farmland, that other factors outweigh the protection of agricultural land. Nor does the Act or the rule affect decisions of individuals, firms, states, local governments or other entities on projects converting farmland if no federal assistance is involved.

3. Would an Agency's Decision to Reject a Proposed Site for a Project Based on FPPA (1) Interfere With Property Rights of Site Owners or (2) Regulate the Use of Private Nonfederal Land?

The National Association of Realtors and the National Association of Home Builders suggested that if an agency made an examination under the Act of the consequences of converting farmland at a particular site and then decided, as a result, to refuse to grant assistance to a project planned for that site, the decision would infringe on that landowner's property rights and thus violate section 1547(a) of the Act, which guarantees that the Act will not affect private property rights.

The landowner in such a situation does not have "property rights" affected. Except where Congress has established a right by entitlement to participate in a federal program and receive such benefits, and individual's access to assistance under federal programs is subject to conditions and restrictions imposed by other federal statutes. Thus, the landowner does not have a property right either to have his property chosen by the Federal Government as the site of a project or to obtain federal assistance for a project.

However, the Department has concluded that while denial of project assistance on farmland does not affect a property right, such denial does constitute an interference with the use of private or nonfederal land. The full text of section 1547(a) of the Act states: "This subtitle does not authorize the Federal Government in any way to regulate the use of private or nonfederal land, or in any way affect the property rights of owners of such land." Furthermore, the Act contains no authority for an agency to deny assistance to a project solely because it would convert farmland to nonagricultural uses.

A farmer may desire to sell farmland acreage to a developer for construction of new homes, or to a unit of local government for construction of a sewer plant, either to occur with federal assistance. If federal assistance is denied to a developer or to the unit of local government, the sale of land anticipated by the farmer will probably not take place; the farmer will view the loss of the land sale as being a consequence of the Act's operation. Similarly, if an owner purchases farmland, retains it for years in expectation of eventually developing the land and then cannot obtain federal assistance for development when such assistance clearly would have been available but for the Act, the result

would be an interference with the intended use of this land by operation of the Act.

In response to several comments recommending incorporation into the rule of a restatement of section 1547(a), this rule now contains a new § 658.3(c). In an attempt to clarify the limits of agency action under the Act, the rule adds to that restatement a provision that once a federal agency has identified and taken into account any adverse effects on farmland of the assistance requested and has developed alternative actions, and the landowner or nonfederal agency that has initiated the project has considered those effects and alternatives, the agency may not deny assistance to the project on the basis of the Act or this rule if the landowner or nonfederal agency wishes to proceed with the project on farmland.

4. What Responsibility Does the Act Give to the Department to Oversee Compliance With the Act by all Agencies of the Federal Government?

In its comments, the American Farmland Trust stated that the Department has a role of "primary responsibility" in implementing the Act and that the rule should specify procedures by which the Department will assume that role. Comments from 10 state departments of agriculture, six local government agencies, the Association of Public Justice, the National Trust for Historic Preservation, as well as other organizations and three private individuals expressed similar thoughts. The comments specifically cited the lack of: Any requirement that federal agencies document their consideration of the effects of farmland conversions; any monitoring or enforcement mechanisms; and the lack of procedures for the Department's oversight of federal agencies' compliance activities. Also, some asserted that the Secretary is required to report annually to the Congress under section 1546 of the Act and that the rule should require other federal agencies to report data needed to the Department. However, other respondents, including the American Farm Bureau Federation, indicated that the role for the Department identified in the proposed rule is consistent with and supportive of efforts to protect farmland and that any further role would expand upon the authorities of the Act.

While one of Congress's findings, stated in the Act in section 1540(a)(6), is that the Department is the agency "primarily responsible for the implementation of federal policy with respect to United States farmland," the

Act grants no express authority to the Secretary or the Department to devise enforcement or oversight procedures over other federal agencies. Nor does it assign the Department a role of encouraging other federal agencies to protect farmland. The Act is workable without giving any further role to the Department to oversee compliance with the Act by all the agencies of the Federal Government. Each agency is to be responsible for its own adherence to the mandate of the Act, and each agency could then be monitored as to its compliance with the Act by an appropriate request for such information by Congress, by another interested federal agency, or by members of the public. The Act does not assign the Department the role of enforcement. Section 1546 of the Act requires the Secretary to report to the Congress only one time. That requirement has been met.

5. Do Criteria in the Rule Properly Assess Effects of Federal Programs on Conversion of Farmland?

Responses from the Rhode Island Department of Agriculture and the California Department of Transportation stated that the rule does not meet the requirements of the FPPA for the development of criteria to identify the effects of federal "programs" on the conversion of farmland. Rather, the rule addresses the worthiness of farmland for protection on a project-by-project basis.

The reference to federal "programs" in section 1541 has been interpreted in light of the definition contained in section 1540(c)(4), which states that a federal program means "activities or responsibilities" of a department or agency. Therefore, the Department has focused on the program activities or actions of federal agencies as the appropriate way to assess any adverse effects of federal programs on farmland. Section 1542 requires each federal agency, with the assistance of the Department, to review current provisions of law, administrative rules and regulations, and policies and procedures and to propose actions to bring its programs, authorities and administrative activities into compliance with the purpose and policy of the FPPA. It is under this Section of the Act that the Department expects to be involved with the agencies in considering their program priorities or assessing the effects of their program rules and regulations on farmland protection.

6. Has the Public Been Suitably Informed About the Rule?

In their comments, the Massachusetts Department of Agriculture and the American Farmland Trust suggested that public hearings on the rule be held before its publication.

This rule has been through an extensive public review and comment process. It is the Department's determination that such hearings would unduly delay promulgation of the rule and that the final rule accommodates the public comments to the extent possible.

The Colorado Department of Agriculture and the American Farmland Trust requested that the Department prepare and distribute a detailed handbook or manual on complying with the FPPA rule. The Natural Resource Defense Council, the National Farmers Union and others suggested that the Soil Conservation Service National Agricultural Land Evaluation and Site Assessment (LESA) System Handbook be cited as a reference in the final rule.

The Department believes that the rule itself, including this preamble, will resolve many of the concerns giving rise to these suggestions. If it appears necessary after the final rule has been in effect for 1 year, the Department will consider providing the requested handbook or manual. The SCS Handbook for the LESA system is now available from SCS offices.

Comments on § 658.1

Comments regarding § 658.1 were received from the Department of Transportation, four state agencies, and seven organizations. The major concern expressed was that the rule and the Act, by requiring federal agencies to ensure that their programs are compatible, to the extent practicable, with "private programs and policies to protect farmland," would invite the obstruction of federal projects by any small group of citizens styling themselves as such a "private program." These responses requested clarification of what is meant by "private programs." Other respondents requested clarification of what is meant by state and local government programs and policies to protect farmland.

As a result of these comments, the Department has now defined "private program" in § 658.2(e) of the rule and "state and local government programs and policies" in § 658.22(d) of the rule.

Comments on § 658.2

1. Several parties commenting, including three state agencies, the California Chamber of Commerce,

California Building Industry Association, California Association of Realtors, and the Wisconsin Land Conservation Association proposed different definitions of "farmland" from that in the proposed rule.

Section 1540(c)(1) of the Act already contains a statutory definition of "farmland" for purposes of the Act and thus it must be followed in the rule.

2. The reference to 7 CFR 657.5 has been deleted from the definition of "farmland" because its inclusion would imply automatic concurrence by the Secretary of Agriculture in any determination made pursuant to that section by a state or local government identifying farmland of statewide or local importance. The Act, in section 1540(c)(1)(C), calls for the Secretary to make his own determination, on a case-by-case basis, of whether the farmland determined by the state or local government to be "of statewide or local importance" should be considered farmland for purposes of the Act.

3. The Act, in defining "farmland" in section 1540(c)(1), states that "land already in or committed to urban development or water storage" is not "prime farmland" for purposes of the Act. This means that an agency need not consider the impact of a project on prime farmland which is either "already in" urban development or "committed to urban development."

The Department will treat prime farmland as "already in" urban development if the site meets a density standard of at least 30 structures per 40 acres. This is the standard that SCS has used in delineating "urban and built-up areas" on its County Base Maps which are kept in SCS field offices and updated every five years as part of the National Resource Inventory (NRI).

In addition, comments received from the California Cattlemen's Association, the California Chamber of Commerce, the California Association of Realtors and other groups advocated that "lands already in, committed, planned or zoned for other than an agricultural use by the state or any unit of local government" be exempt from the Act. The Department has concluded that if a state or local government has, by planning or zoning, designated the use of any tract of prime farmland for commercial or industrial use or residential use that is not intended at the same time to protect farmland, this action has thereby "committed" such land to "urban development," even though it may not currently be in urban uses. Thus, as this would be prime farmland "committed to urban development," a project on prime farmland that is so designated by local

or state planning or zoning would not require a federal agency's examination of the project's impact on farmland.

Land use planning and zoning are prerogatives of state and local government, not the Federal Government. Section 1547(a) of the Act states that the Federal Government may not use the Act "in any way to regulate the use of private or nonfederal land, or in any way affect the property rights of owners of such land."

If a federal agency were required by the Act to assess the impacts of a project on prime farmland not yet in urban development but already designated by the state or local government for urban development through planning or zoning, the only purpose of the requirement would be for that agency to weigh alternative sites that would lessen the impact of the project on farmland. If the agency, based on its assessment pursuant to the Act, should then decide to refrain from building its project on the proposed site, it would be declining itself to use the proposed site for urban development when local or state planning or zoning had already declared urban uses to be acceptable on the site. This would be an intrusion by the Federal Government in the function of land use planning of state and local governments.

For this reason, the rule now specifies, in § 658.2(a), that prime farmland "committed to urban development," that is, land excluded from the Act's coverage, includes all such land zoned or recently planned for a nonagricultural use by a state or unit of local government.

4. The existence of a land use plan will not, however, automatically be a basis for assigning land for purposes of the Act and this rule to the status prescribed by such a plan. A large number of units of local government have land use plans adopted many years ago for one or another purpose which have not been reviewed or updated in a comprehensive way since adoption. Consequently, for land to be assigned the status provided for it in a land use plan, the plan must (1) have been intended to be a comprehensive land use plan for the area in question, and (2) have been expressly adopted or reviewed in its entirety within the 10 year period preceding proposed implementation of the particular federal program.

5. Comments of the Edison Electric Institute suggested the rule state that the Act does not apply to federal "permitting" and "licensing" activities and agreements necessary for use or occupancy of federal lands, or to electrical service ratemaking.

Section 1540(c)(4) of the Act defines federal programs subject to the Act as those that undertake, finance or assist construction or improvement projects or those that acquire, manage or dispose of federal land or facilities. The Department has concluded that those carefully selected words were intended to exclude from the definition of "federal program," the grant of a permit or license. The Department also has concluded that this definition does not extend to federal regulatory agencies' actions in setting rates for utility service.

Comments on § 658.3

Several comments relating to § 658.3 were received. Most of them requested that the rule provide exclusions or exemptions for specific kinds of projects or program actions. Some requested that definitions of some terms be included in the rule. Summaries of the comments and the Department response follow.

1. Comments from three federal agencies, nine state agencies, and six organizations, objected to the June 22, 1982 date at which time agencies should begin complying with the FPPA. One comment asserted that the date of compliance should be the date of the final rule. Other comments asserted that agencies should not be required to comply with the provisions of the rule for projects that were undertaken prior to its issuance.

The Act, in section 1549, states that the provisions of the Act should become effective 6 months after its date of enactment, i.e., June 22, 1982. However, that was not the actual date when agencies were in a position to consider the impacts of projects on farmland in compliance with section 1541(b) of the Act. To comply with that obligation under the Act, the criteria which this rule sets forth are a prerequisite to compliance. So the effective date for agencies to comply with section 1541(b) will be 30 days after publication of this rule in the Federal Register.

2. Comments from the Rural Electrification Administration, Department of Transportation, Department of Housing and Urban Development, Department of Energy, 12 state departments of highways or transportation, the Pacific Gas and Electric Company, and the Soil Conservation Society of America suggested that exemptions for certain kinds of projects should be granted in the rule. These include:

Categorical exclusions as referred to in NEPA:
Farm-to-market highways or roads;
Electric transmission lines;

Projects that convert less than some minimum acreage of farmland, such as 10 acres; and

Construction of farm homes, storage buildings and livestock facilities.

The Act does not authorize the Secretary of Agriculture to grant exemptions, but specifies exemptions contained in section 1540(c)(4) and section 1547(b). However, the Act does not apply to construction of farmhouses, storage buildings, livestock holding facilities or any other structures applicable to the operations of a particular farm unit or units because such action does not convert farmland to nonagricultural uses.

3. Comments from the Department of Housing and Urban Development, the National Association of Home Builders, and others asserted that programs that merely provide federal guarantees for loans made between private parties with private funds, such as the mortgage insurance programs of the Federal Housing Administration (FHA) and the mortgage guarantee program of the Veterans Administration (VA), are not covered by the Act since they do not entail "undertaking, financing or assisting construction or improvement projects," under section 1540(c)(4) of the Act.

Insuring or guaranteeing loans for construction of housing or other structures under these programs is a form of financing or assistance. It thus is a federal action that may contribute to the unnecessary and irreversible conversion of farmland to nonagricultural uses, to the extent that such insurance or guarantees are relied upon for the construction to take place. Where a loan not for construction but for purchase of an existing house or other structure is guaranteed or insured, the proposed action would not convert farmland and therefore is not covered by the Act.

However, since the Act does not provide any basis for denial of assistance solely because farmland is being converted, neither the Act nor this rule could operate to interfere with this form of financing or assistance once the agency had identified and taken into account any adverse effects on farmland and considered alternative actions, as required by the Act.

4. The Bureau of Land Management asserted that the FPPA would not apply to actions of the agency related to surface mining on lands containing leasable coal or phosphate and subject to the Surface Mining Control and Reclamation Act of 1977, Pub. L. 95-87.

Since that act presumes that farmland used for surface mining can be

reclaimed and reused for agriculture, there is no irreversible conversion to nonagricultural use and USDA concurs with BLM's interpretation.

5. Section 1547(b) of the Act states that "none of the provisions or other requirements of this subtitle shall apply to the acquisition or use of farmland for national defense purposes." The U.S. Department of Transportation asserted that since the entire interstate highway system has been intended for defense purposes (see 23 U.S.C. 210) and since the Department of Defense considers another 12,000 miles of highways essential for defense purposes, these roads are exempt from the Act under section 1547(b).

The Department believes Congress intended acquisition of land for highways to be a major focus of the FPPA and does not believe Congress intended such an extensive number of highways to be exempt from the Act under the "national defense" exemption. It is doubtful that the evaluation required by the FPPA would result in halting construction of any addition to the interstate highway system specifically deemed necessary for national defense purposes. Presumably the national defense purpose of such a highway would override the importance of protecting farmland.

6. The National Park Service (NPS) asserted that NPS lands are exempt from the FPPA and that future acquisitions under the Land and Water Conservation Fund should be exempt.

The Department of Agriculture agrees that NPS lands acquired prior to the effective date of the final rule are not covered by the Act if used for the stated purpose, since the intent of both the Congress and the Administration for use of such lands is expressed in the legislation under which such lands were acquired. However, farmlands proposed for future acquisition under the Land and Water Conservation Fund or by other means of purchase should be evaluated as required by the Act.

7. Farmers Home Administration suggested that definitions are needed for the terms "planning stage" and "active design" used in § 658.3(b)(2) of the proposed rule.

The rule in § 658.2(c) now defines those terms.

8. The Rural Electrification Administration asserted that small electric and telephone projects and buried electric and telephone cables should be exempted from the analysis requirements of the Act as should service extensions to farms and projects that take place within road rights-of-way.

Buried utility lines that do not prevent farming operations over them would not be subject to the Act. Unless farming is not permitted over the buried lines or in the right-of-way, construction of such lines does not irreversibly convert farmland to nonagricultural uses. Likewise, projects built entirely within highway rights-of-way do not convert farmland.

9. Several comments recommended incorporating in the rule a restatement of section 1548 of the Act which prohibits use of the FPPA as a basis for legal action challenging a federal project that may affect farmland.

A statement reiterating section 1548 of the Act and applying it to the rule as well as the Act, has been added to § 658.3 of the rule.

Comments on the Criteria § 658.4

The greatest number of comments received relate to § 658.4 of the proposed rule, which sets forth the criteria for evaluating the effects of proposed program actions on the conversion of farmland to nonagricultural uses. While there were a large number of comments received, they addressed only a few concerns. These are listed and discussed below.

1. Several responses, such as those from the Rural Electrification Administration, Farmers Home Administration, two state transportation departments, and the Pacific Gas and Electric Company asked that there be specific guidance for federal agencies in applying the criteria to projects such as roads, pipelines, electric transmission lines, and water transmission facilities. These are often called "corridor projects."

In the rule, the criteria and guidelines now have been modified to accommodate these linear or corridor-type projects.

2. The Department of Housing and Urban Development, the Department of Energy, the Department of the Army, and two state agencies felt that SCS should be given only 30 days or less to respond to agency requests for assistance rather than 45 days. Others felt "a responsive" answer should be given within the 45-day period.

The 45-day period in the proposed rule did not specify whether the 45 days were "working" or "calendar days." In the Department's view, 45 calendar days is the period reasonably required to determine whether the proposed site is farmland and, if it is, to complete the Land Evaluation. In the rule, § 658.4(a) now makes the clarification that SCS is to give this response in 45 calendar days. Cooperative Soil Surveys are completed for an estimated 85 percent of

the Nation's farmland where proposed conversions are anticipated. Where these exist, the response should be made in less than 45 days. Now the rule states that if SCS fails to complete land evaluation within the 45-day period, and if further delay would interfere with construction activities, the agency should proceed as though the site were not farmland. The best assurance that the 45-day period will not delay an action is for the agency to request a determination as early as possible in the decisionmaking process.

3. A number of federal, state, and local government agencies, organizations, and individuals criticized criterion number 10 in the proposed rule. They argued that if the criterion took into account all of an owner's or developer's preproject investments in the site, such as engineering or architectural studies, this might encourage the owner or developer to make as many expenditures as possible before the agency made its assessment of the site, in order to obtain the lowest possible score on this criterion. In view of this criticism and of the insertion of § 658.3(c) to insure that federal assistance to a project could not be denied based on the Act or this rule, criterion number 10 now has been omitted.

4. Several comments were addressed to the site assessment criteria as a group. Comments from the Department of Energy, the Department of Transportation, the California Realtors Association and four other California based organizations suggested that the site assessment criteria be dropped entirely from the rule. A greater number, including comments from federal, state and local agencies and organizations, complained that the indicators for scoring were too vague. The United States Postal Service and the Louisiana Department of Transportation and Development suggested that the criteria be used for general guidance but that there should be no scoring system.

The scoring system included in the criteria is taken from the Agricultural Land Evaluation and Site Assessment (LESA) system developed by the SCS. State and local officials in about 400 jurisdictions of 45 states nationwide have adopted or are studying LESA systems with assistance from SCS. The Department believes the use of numerical indices for scoring farmlands has proved to be a useful technique at state and local government levels for making defensible land use decisions and so their use is appropriate for the criteria provided in this rule. The Department has tested these criteria on

27 sites in seven counties in four states and found that the scores from these criteria were consistent in all cases with the scores from existing local LESA systems. For certain criteria in the proposed rule whose indices were criticized as too vague, percentages and distances now have been added to provide additional guidance in assigning scores. Some of the indices for scoring site assessment criteria call for adjustments to be made at the local level and scores may vary with local conditions.

5. Many comments suggested that language be added to the rule to give state and local units of government greater participation in or control of the process for assessing the effects of proposed federal actions on farmland. These included comments from several state and local government agencies, the Association of Illinois Soil and Water Conservation Districts, the Illinois South Project, the Piedmont Environmental Council and others. The California State Grange stated that the criteria must recognize the ability of local governments to determine and control land use within their jurisdiction. The California Chamber of Commerce stated it is essential that local governments be given a primary role under the Act within the rule. The National Association of Home Builders recommended the rule be rewritten to increase the importance of the requirements for compatibility of federal agency actions with state and local agricultural preservation programs.

As mentioned in the preceding discussion, with assistance from SCS, some 400 units of local government in 45 states, as well as some state governments, are developing and adopting Land Evaluation and Site Assessment (LESA) systems to evaluate the productivity of agricultural land and its suitability for conversion to nonagricultural use. Therefore, certain states and units of local government may have already performed an evaluation using criteria similar to those contained in this rule applicable to federal agencies.

Language now has been added to § 658.4 of the rule recommending that federal agencies use state and local agricultural land evaluation and site assessment systems that are on the SCS state conservationist's list of systems that meet the purposes of the FPPA.

6. The Natural Resources Defense Council, the American Farmland Trust, the National Farmers Union and others asserted that direct analysis of the impacts of project alternatives should be used in addition to land evaluation and

site assessment criteria, and offered eight criteria for inclusion in the rule.

Of the eight criteria suggested, the proposed rule included four. Now the rule includes six of them. The rule still does not accommodate suggestions that the number of farms to be affected by a proposed action and the prospective impacts on farmers' incomes should be included as criteria. Congress apparently intended the Act to protect farmland per se, not farms as economic units. Nor is the number of farms affected a reliable measure of economic impact, if economic impact were to be considered. The Department believes that data on the prospective impacts on farmers' incomes would be nearly impossible to collect and in any event, protecting farmers' incomes is not a purpose of the Act.

7. A number of parties recommended that site assessment criteria 5 and 6 of the proposed rule not be included as site assessment criteria. Their position was that by calling on the agency to assess special siting requirements of the project (criterion 5) and alternative sites (criterion 6), these criteria represented the kind of final judgment that the agency would make after assessing the site according to the other criteria. Hence the criteria did not belong in the same scoring system with the other criteria. Such comments were received from the National Association of Realtors, the California Building Industry Association, the Irvine Company, the Pacific Legal Foundation and the Farmers Home Administration.

The Department agrees. Criteria 5 and 6 have been dropped as site assessment criteria but made a part of the guidelines for using the criteria.

8. Farmers Home Administration and the Utah Department of Agriculture both questioned the validity of criterion 7 of the proposed rule since it appeared to be applicable only where the local jurisdiction had a comprehensive plan in force.

The Department has dropped criterion 7 and has revised criterion 4 to incorporate the definitions of "state or local government policies or programs to protect farmland" and of "private programs to protect farmland." These are to be considered only where they exist.

9. The proposed rule stated that based on the land evaluation criteria set forth in § 658.4, "all farmland will be evaluated and each parcel assigned an overall score between 0 and 100 representing its value as farmland relative to other parcels in the area." The National Cattlemen's Association, addressing this in its comments,

objected to SCS or any other federal agency measuring "the value of a site as farmland," adding "this should be a local decision at the lowest possible level of government, preferably locally-governed soil and water conservation districts." The National Cattlemen's Association's concern appears to be that the rule will cause federal agency personnel to make unsolicited price appraisals of privately-owned farmland in the course of their data collection activities.

To address this concern, the term now used in the final rule is "relative value." "Relative value" is based purely on soils data collected by SCS. Expressed on a scale of 0 to 100, it indicates the usefulness of a parcel of land as farmland for sustained productivity, compared to other land in the jurisdiction. It would be separate and distinct from the price of the land, which would in any event depend on the real estate market and the nonsoil, as well as the soil, characteristics of the property.

10. The Environmental Protection Agency, among others, believed that the proposed rule would tend to work against protection of farmland near urbanized areas. EPA proposed adding criteria to favor protection of close-in farmland in order to counterbalance those criteria on which close-in farmland would receive low scores.

Admittedly, use of the national criteria contained in the rule will discriminate to some degree against the protection of farmland close to urban areas. It is the Department's position that the purpose of the Act is to protect the best of the Nation's farmlands which are located where farming can be a practicable economic activity. The Department anticipates that population increases for the United States in the next 50 years will require conversion of some land from farm to other uses, that land nearest urban built-up areas are the most likely candidates for such conversions, and that converting these lands is preferable to having development put pressure on more productive farmlands farther from these urban built-up areas. The FPPA is not designed for the protection of open space, historic farms, recreation opportunities, or a particular rural lifestyle.

Comments on Guidelines for Use of the Criteria § 658.5

1. A number of comments asserted that because the proposed rule allowed agencies to use any relative weighting of the criteria that they desired in determining the point totals for protection of a site as farmland, this

would permit an agency to assign weights so as to preselect the results of the analysis. This concern was shared by the Rural Electrification Administration, Ohio Department of Transportation, Wisconsin Department of Agriculture, Whitman County, Washington, Regional Planning Council, National Association of State Departments of Agriculture, Illinois South Project, Association for Public Justice, Wisconsin Land Conservation Association and others.

The Department believes each agency should have the flexibility to judge for itself whether the weighting pattern in this rule is the appropriate one for that agency's programs. However, in response to these comments, the Department now recommends in the rule that an agency desiring to depart from the weighting pattern of the criteria in the rule should comply with two safeguards. First, the agency, in consultation with the Department, should use the rulemaking process to establish the change, and second, the variation on the basic weighting pattern that the agency adopts should be uniformly applied within the agency so as to prevent the agency from preselecting a particular weighting pattern that would insure a particular score for a project.

2. The American Farmland Trust, the Rural Electrification Administration and many others raised concern over the assignment of equal weights to all 16 site assessment factors.

Based on comments received, the weighting has been revised to reflect a difference in importance ranging from a high score of 20 points to a high score of 5 points. The total points for the site assessment criteria remains 160, based on a redistribution of the points among the 12 criteria. Even though the number of criteria has dropped from 16 to 12, the 160 point total for the site assessment has been retained in order to retain the same balance of weighting between the site assessment and land evaluation criteria which, when the scores are added together, provide the point score for a farmland impact rating on Form AD-1006 (see § 658.3 of the rule).

3. Comments from the Sierra Club, National Audubon Society, Natural Resources Defense Council and others noted that the rule fails to require that an agency consider alternatives to the proposed project itself. They maintain that the Act calls for the agency to consider alternative actions, including the alternative of not doing the project at all, and not just alternative sites for a proposed action. They also assert that the rule assumes the necessity of the proposed action.

Guidelines for the use of the criteria, now found in § 658.4 of the rule, indicate that when a site obtains a threshold score of 160 points, the agency should consider alternative sites, locations and designs. This process should lead the agency to consideration of alternative actions as well as alternative sites for proposed program actions.

Compliance with the FPPA is but one of the requirements that federal agencies must meet in approving or disapproving projects. The FPPA rule does not assume the necessity of the project. The necessity for the project is left to be determined by the agency on the basis of economic and environmental analyses and its statutory program responsibilities as well as on the basis of the effects of the project on farmland.

Section 1542 of the Act calls on federal agencies to review and revise if necessary, their agencies' administrative regulations, policies and procedures to achieve conformity with the Act. In this process, it is anticipated that the agencies will identify actions they can take to alter project design to reduce effects on farmland.

Comments on Technical Assistance § 658.6

1. Comments from the National Association of Realtors and the Wisconsin Department of Agriculture, Trade and Consumer Protection suggested that the consultation process with elected state and local officials discussed in § 658.6(e) of the proposed rule be required and that private landholders be given the opportunity for consultation.

The consultation process discussed in § 658.6 would be pursuant to Executive Order 12372. That Executive Order and the various federal agency regulations pertaining to its implementation are in place and federal agencies are to comply. The § 658.6(e) was therefore deleted as an unnecessary part of this rule.

2. The National Cattlemen's Association observed that language used in § 658.6 of the proposed rule misquoted the Act. They stated that there was nothing in section 1543 of the Act which authorized the Secretary to provide technical assistance to "protect farmland" or to "guide urban development."

The Department concurs with this comment. The language used was an inadvertent misquotation of the Act. The correct wording "encourages" the Secretary to provide technical assistance to an agency "that desires to develop programs or policies to limit the conversion of productive farmland to

nonagricultural uses." This now has been corrected in the rule.

3. The New Mexico Cattle Grower's Association, the California Association of Realtors, the California Chamber of Commerce, the California Cattlemen's Association and others suggested eliminating the reference in § 658.6(c) of the proposed rule to Forest Service cooperation in planning for uses of land adjacent to National Forests and consideration, wherever practicable, of coordinating the management of National Forest lands with the management of adjacent lands. They maintained that this language suggested that the Forest Service would be in a position to influence land use policies on lands adjacent to National Forests, and they did not want this possibility to arise.

To eliminate any misunderstanding, this entire statement now has been eliminated in the revised proposed rule.

4. The National Cattlemen's Association, the New Mexico Cattle Growers' Association and others expressed concern that development of maps designating farmlands would define those to be protected permanently by the Act as farmland, even though conditions were likely to change over time.

The comment apparently is based on the premise that designating or identifying farmlands on maps is comparable to zoning and that such lands will be permanently protected from conversion by law. The Act does not protect per se any farmland from being converted to nonagricultural use. The Act and the rule simply require that federal agency decisionmakers consider the effects of proposed actions on the conversion of farmland and consider alternatives that would lessen such effects. Maps would simply indicate those lands that would fall under the purview of the Act.

5. American Farmland Trust and others suggested that the Department provide information to federal agencies, state and local governments and others regarding provisions of the FPA and its implementing rule.

The Department will be providing information to other federal agencies and state local governments concerning the rule. Upon request, SCS will assist federal agencies in training personnel to implement the Act. The Extension Service is responsible for designing and implementing educational programs and materials in accordance with section 1544(a) of the Act. The National Agricultural Library has been designated a farmland information

center in accordance with section 1554(b) of the Act.

Comments on USDA Assistance § 658.7

The Illinois Department of Agriculture wanted § 658.7 of the proposed rule to be written more forcefully. The Delaware State Grange, Inc., wanted to eliminate the words "as appropriate" in § 658.7(a) of the proposed rule, as well as the words "This assistance is provided on request, as permitted by staffing and budget limitations."

In the proposed rule, § 658.7 simply repeated language contained in the Act and it has not, therefore, been modified in this final rule.

This action has been revised under Executive Order 12291 and Secretary's Memorandum No. 1512-1 and has been designated "nonmajor." The Assistant Secretary for Natural Resources and Environment has determined that this action will not have economic impact on the economy of \$100 million or more; result in a major increase in costs or prices for consumers, individual industries, federal, state, or local government agencies, or geographic regions; or result in significant adverse effects on competition, employment, investment, productivity, innovation, or on the ability of U.S.-based enterprises to compete with foreign-based enterprises in domestic or export markets. This rule does not contain information collection requirements which require approval by the Office of Management and Budget under 44 U.S.C. 3501 et seq.

This document has been prepared in the Office of the Assistant Secretary for Natural Resources and Environment, Department of Agriculture, with the assistance of the Land Use Division of the Soil Conservation Service.

List of Subjects in 7 CFR Part 658

Agriculture, Soil conservation, Farmland.

Accordingly, Part 658 is added to Title 7 of the Code of Federal Regulations, Table of Contents and text to read as follows:

PART 658—FARMLAND PROTECTION POLICY ACT

Sec.

658.1 Purpose.

658.2 Definitions.

658.3 Applicability and exemptions.

658.4 Guidelines for use of criteria.

658.5 Criteria.

658.6 Technical assistance.

658.7 USDA Assistance with federal agencies' reviews of policies and procedures.

Authority: Sec. 1539-1549, Pub. L. 97-98, 95 Stat. 1341-1344, (7 U.S.C. 4201 et seq.).

§ 658.1 Purpose.

This part sets out the criteria developed by the Secretary of Agriculture, in cooperation with other federal agencies, pursuant to section 1541(a) of the Farmland Protection Policy Act (FPPA or the Act) 7 U.S.C. 4202(a). As required by section 1541(b) of the Act, 7 U.S.C. 4202(b), federal agencies are (1) to use the criteria to identify and take into account the adverse effects of their programs on the preservation of farmland, (2) to consider alternative actions, as appropriate, that could lessen adverse effects, and (3) to ensure that their programs, to the extent practicable, are compatible with state and units of local government and private programs and policies to protect farmland. Guidelines to assist agencies, in using the criteria are included in this part. The Department of Agriculture (hereinafter USDA) may make available to states, units of local government, individuals, organizations, and other units of the Federal Government, information useful in restoring, maintaining, and improving the quantity and quality of farmland.

§ 658.2 Definitions.

(a) "Farmland" means prime or unique farmlands as defined in section 1540(c)(1) of the Act or farmland that is determined by the appropriate state or unit of local government agency or agencies with concurrence of the Secretary to be farmland of statewide or of local importance. "Prime farmland" does not include land already in or committed to urban development or water storage. Prime farmland "already in" urban development or water storage includes all such land with a density of 30 structures per 40 acre area. Prime farmland "committed to urban development or water storage" includes all such land that has been designated for commercial or industrial use or residential use that is not intended at the same time to protect farmland in a (1) zoning code or ordinance adopted by a state or unit of local government or (2) a comprehensive land use plan which has expressly been either adopted or reviewed in its entirety by the unit of local government in whose jurisdiction it is operative within 10 years preceding implementation of the particular federal project.

(b) "Federal agency" means a department, agency, independent commission, or other unit of the Federal Government.

(c) "Federal program" means those activities or responsibilities of a department, agency, independent commission, or other unit of the Federal Government that involve undertaking,

financing, or assisting construction or improvement projects or acquiring, managing, or disposing of federal lands and facilities. The term "federal program" does not include federal permitting, licensing, or rate approval programs for activities on private or nonfederal lands. The term "federal program" does not include construction or improvement projects that were beyond the planning stage on the date 30 days after publication of the final rule in the Federal Register, if:

(1) Acquisition of land or easement for the project has occurred, or

(2) All required federal agency planning documents and steps were completed and accepted, endorsed or approved by the appropriate agency and:

(3) A final environmental impact statement was filed with EPA or an environmental impact assessment was completed and a finding of no significant impact was executed by the appropriate agency official(s). "In the active design state" shall mean that the engineering or architectural design had begun or had been contracted for on or prior to the date 30 days after publication of the final rule in the Federal Register.

(d) "State or local government policies or programs to protect farmland" include: Zoning to protect farmland; agricultural land protection provisions of a comprehensive land use plan which has been adopted or reviewed in its entirety by the unit of local government in whose jurisdiction it is operative within 10 years preceding proposed implementation of the particular federal program; completed purchase or acquisition of development rights; completed purchase or acquisition of conservation easements; prescribed procedures for assessing agricultural viability of sites proposed for conversion; completed agricultural districting and capital investments to protect farmland.

(e) "Private programs to protect farmland" means programs for the protection of farmland which are pursuant to and consistent with state and local government policies or programs to protect farmland of the affected state and unit of local government, but which are operated by a nonprofit corporation, foundation, association, conservancy, district, or other not-for-profit organization existing under state or federal laws. Private programs to protect farmland may include: (1) Acquiring and holding development rights in farmland and (2) facilitating the transfer of development rights of farmland.

(f) "Site" means the location(s) that would be converted by the proposed action(s).

(g) "Unit of local government" means the government of a county, municipality, town, township, village, or other unit of general government below the state level, or a combination of units of local government acting through an areawide agency under a state law or an agreement for the formulation of regional development policies and plans.

§ 658.3 Applicability and exemptions.

(a) Section 1540(b) of the Act, 7 U.S.C. 4201(b), states that the purpose of the Act is to minimize the extent to which federal programs contribute to the unnecessary and irreversible conversion of farmland to nonagricultural uses. Conversion of farmland to nonagricultural uses does not include the construction of on-farm structures necessary for farm operations. Federal agencies can obtain assistance from USDA in determining whether a proposed location or site meets the Act's definition of farmland. The USDA Soil Conservation Service (SCS) field office serving the area will provide the assistance. Many state or local government planning offices can also provide this assistance.

(b) Acquisition or use of farmland by a federal agency for national defense purposes is exempted by section 1547(b) of the Act, 7 U.S.C. 4208(b).

(c) The Act and these regulations do not authorize the Federal Government in any way to regulate the use of private or nonfederal land, or in any way affect the property rights of owners of such land. The Act and these regulations do not provide authority for the withholding of federal assistance to convert farmland to nonagricultural uses. In cases where either a private party or a nonfederal unit of government applies for federal assistance to convert farmland to a nonagricultural use, the federal agency should use the criteria set forth in this part to identify and take into account any adverse effects on farmland of the assistance requested and develop alternative actions that could avoid or mitigate such adverse effects. If, after consideration of the adverse effects and suggested alternatives, the applicant wants to proceed with the conversion, the federal agency may not, on the basis of the Act or these regulations, refuse to provide the requested assistance.

(d) Section 1548, 7 U.S.C. 4209, states that the Act shall not be deemed to provide a basis for any action, either legal or equitable, by any state, unit of local government, or any person or class of persons challenging a federal project,

program, or other activity that may affect farmland. Neither the Act nor this rule, therefore, shall afford any basis for such an action.

§ 658.4 Guidelines for use of criteria.

As stated above and as provided in the Act, each federal agency shall use the criteria provided in § 658.5 to identify and take into account the adverse effects of federal programs on the protection of farmland. The agencies are to consider alternative actions, as appropriate, that could lessen such adverse effects, and assure that such federal programs, to the extent practicable, are compatible with state, unit of local government and private programs and policies to protect farmland. The following are guidelines to assist the agencies in these tasks:

(a) An agency should first make a request to SCS on Form AD 1006, the Farmland Conversion Impact Rating Form, available at SCS offices, for determination of whether the site is farmland subject to the Act. If neither the entire site nor any part of it are subject to the Act, then the Act will not apply and SCS will so notify the agency. If the site is determined by SCS to be subject to the Act, then SCS will measure the relative value of the site as farmland on a scale of 0 to 100 according to the information sources listed in § 658.5(a). SCS will respond to these requests within 45 calendar days of their receipt. In the event that SCS fails to complete its response within the 45-day period, if further delay would interfere with construction activities, the agency should proceed as though the site were not farmland.

(b) The Form AD 1006, returned to the agency by SCS will also include the following incidental information: The total amount of farmable land (the land in the unit of local government's jurisdiction that is capable of producing the commonly grown crop); the percentage of the jurisdiction that is farmland covered by the Act; the percentage of farmland in the jurisdiction that the project would convert; and the percentage of farmland in the local government's jurisdiction with the same or higher relative value than the land that the project would convert. These statistics will not be part of the criteria scoring process, but are intended simply to furnish additional background information to federal agencies to aid them in considering the effects of their projects on farmland.

(c) After the agency receives from SCS the score of a site's relative value as described in § 658.4(a) and then applies the site assessment criteria which are set forth in § 658.5 (b) and (c),

the agency will assign to the site a combined score of up to 260 points, composed of up to 100 points for relative value and up to 160 points for the site assessment. With this score the agency will be able to identify the effect of its programs on farmland, and make a determination as to the suitability of the site for protection as farmland. Once this score is computed, USDA recommends:

(1) Sites with the highest combined scores be regarded as most suitable for protection under these criteria and sites with the lowest scores, as least suitable.

(2) Sites receiving a total score of less than 160 be given a minimal level of consideration for protection and no additional sites be evaluated.

(3) Sites receiving scores totaling 160 or more be given increasingly higher levels of consideration for protection.

(4) When making decisions on proposed actions for sites receiving scores totaling 160 or more, agency personnel consider:

(i) Use of land that is not farmland or use of existing structures;

(ii) Alternative sites, locations and designs that would serve the proposed purpose but convert either fewer acres of farmland or other farmland that has a lower relative value;

(iii) Special siting requirements of the proposed project and the extent to which an alternative site fails to satisfy the special siting requirements as well as the originally selected site.

(d) Federal agencies may elect to assign the site assessment criteria relative weightings other than those shown in § 658.5 (b) and (c). If an agency elects to do so, USDA recommends that the agency adopt its alternative weighting system (1) through rulemaking in consultation with USDA, and (2) as a system to be used uniformly throughout the agency. USDA recommends that the weightings stated in § 658.5 (b) and (c) be used until an agency issues a final rule to change the weightings.

(e) It is advisable that evaluations and analyses of prospective farmland conversion impacts be made early in the planning process before a site or design is selected, and that, where possible, agencies make the FPPA evaluations part of the National Environmental Policy Act (NEPA) process. Under the agency's own NEPA regulations, some categories of projects may be excluded from NEPA which may still be covered under the FPPA. Section 1540(c)(4) of the Act exempts projects that were beyond the planning stage and were in either the active design or construction state on the effective date of the Act. Section 1547(b) exempts acquisition or use of

farmland for national defense purposes. There are no other exemptions of projects by category in the Act.

(f) Numerous states and units of local government are developing and adopting Land Evaluation and Site Assessment (LESA) systems to evaluate the productivity of agricultural land and its suitability for conversion to nonagricultural use. Therefore, state and units of local government may have already performed an evaluation using criteria similar to those contained in this rule applicable to federal agencies. USDA recommends that where sites are to be evaluated within a jurisdiction having a state or local LESA system that has been approved by the governing body of such jurisdiction and has been placed on the SCS state conservationist's list as one which meets the purpose of the FPPA in balance with other public policy objectives, federal agencies use that system to make the evaluation.

§ 658.5 Criteria.

This section states the criteria required by section 1541(a) of the Act, 7 U.S.C. 4202(a). The criteria were developed by the Secretary of Agriculture in cooperation with other federal agencies. They are in two parts, (1) the land evaluation criterion, relative value, for which SCS will provide the rating or score, and (2) the site assessment criteria, for which each federal agency must develop its own ratings or scores. The criteria are as follows:

(a) *Land Evaluation Criterion—Relative Value.* The land evaluation criterion is based on information from several sources including national cooperative soil surveys or other acceptable soil surveys, SCS field office technical guides, soil potential ratings or soil productivity ratings, land capability classifications, and important farmland determinations. Based on this information, groups of soils within a local government's jurisdiction will be evaluated and assigned a score between 0 to 100, representing the relative value, for agricultural production, of the farmland to be converted by the project compared to other farmland in the same local government jurisdiction. This score will be the Relative Value Rating on Form AD 1006.

(b) *Site Assessment Criteria.* Federal agencies are to use the following criteria to assess the suitability of each proposed site or design alternative for protection as farmland along with the score from the land evaluation criterion described in § 658.5(a). Each criterion will be given a score on a scale of 0 to the maximum points shown. Conditions

suggesting top, intermediate and bottom scores are indicated for each criterion. The agency would make scoring decisions in the context of each proposed site or alternative action by examining the site, the surrounding area, and the programs and policies of the state or local unit of government in which the site is located. Where one given location has more than one design alternative, each design should be considered as an alternative site. The site assessment criteria are:

(1) How much land is in nonurban use within a radius of 1.0 mile from where the project is intended?

More than 90 percent—15 points
90 to 20 percent—14 to 1 point(s)
Less than 20 percent—0 points

(2) How much of the perimeter of the site borders on land in nonurban use?

More than 90 percent—10 points
90 to 20 percent—9 to 1 point(s)
Less than 20 percent—0 points

(3) How much of the site has been farmed (managed for a scheduled harvest or timber activity) more than five of the last 10 years?

More than 90 percent—20 points
90 to 20 percent—19 to 1 point(s)
Less than 20 percent—0 points

(4) Is the site subject to state or unit of local government policies or programs to protect farmland or covered by private programs to protect farmland?

Site is protected—20 points
Site is not protected—0 points

(5) How close is the site to an urban built-up area?

The site is 2 miles or more from an urban built-up area—15 points
The site is more than 1 mile but less than 2 miles from an urban built-up area—10 points
The site is less than 1 mile from, but is not adjacent to an urban built-up area—5 points
The site is adjacent to an urban built-up area—0 points

(6) How close is the site to water lines, sewer lines and/or other local facilities and services whose capacities and design would promote nonagricultural use?

None of the services exist nearer than 3 miles from the site—15 points
Some of the services exist more than 1 but less than 3 miles from the site—10 points
All of the services exist within ½ mile of the site—0 points

(7) Is the farm unit(s) containing the site (before the project) as large as the average-size farming unit in the county? (Average farm sizes in each county are available from the SCS field offices in

each state. Data are from the latest available Census of Agriculture. Acreage of Farm Units in Operation with \$1,000 or more in sales.)

As large or larger—10 points
Below average—deduct 1 point for each 5 percent below the average, down to 0 points if 50 percent or more below average—9 to 0 points

(8) If this site is chosen for the project, how much of the remaining land on the farm will become non-farmable because of interference with land patterns?

Acreage equal to more than 25 percent of acres directly converted by the project—10 points
Acreage equal to between 25 and 5 percent of the acres directly converted by the project—9 to 1 point(s)
Acreage equal to less than 5 percent of the acres directly converted by the project—0 points

(9) Does the site have available adequate supply of farm support services and markets, i.e., farm suppliers, equipment dealers, processing and storage facilities and farmer's markets?

All required services are available—5 points
Some required services are available—1 to 1 point(s)
No required services are available—0 points

(10) Does the site have substantial and well-maintained on-farm investments such as barns, other storage building, fruit trees and vines, field terraces, drainage, irrigation, waterways, or other soil and water conservation measures?

High amount of on-farm investment—20 points
Moderate amount of on-farm investment—19 to 1 point(s)
No on-farm investment—0 points

(11) Would the project at this site, by converting farmland to nonagricultural use, reduce the demand for farm support services so as to jeopardize the continued existence of these support services and thus, the viability of the farms remaining in the area?

Substantial reduction in demand for support services if the site is converted—10 points
Some reduction in demand for support services if the site is converted—9 to 1 point(s)
No significant reduction in demand for support services if the site is converted—0 points

(12) Is the kind and intensity of the proposed use of the site sufficiently incompatible with agriculture that it is likely to contribute to the eventual

conversion of surrounding farmland to nonagricultural use?

Proposed project is incompatible with existing agricultural use of surrounding farmland—10 points

Proposed project is tolerable to existing agricultural use of surrounding farmland—9 to 1 point(s)

Proposed project is fully compatible with existing agricultural use of surrounding farmland—0 points

(c) *Corridor-type Site Assessment Criteria.* The following criteria are to be used for projects that have a linear or corridor-type site configuration connecting two distant points, and crossing several different tracts of land. These include utility lines, highways, railroads, stream improvements, and flood control systems. Federal agencies are to assess the suitability of each corridor-type site or design alternative for protection as farmland along with the land evaluation information described in § 658.4(a). All criteria for corridor-type sites will be scored as shown in § 658.5(b) for other sites, except as noted below:

(1) Criteria 5 and 8 will not be considered.

(2) Criterion 8 will be scored on a scale of 0 to 25 points, and criterion 11 will be scored on a scale of 0 to 25 points.

§ 658.6 Technical assistance.

(a) Section 1543 of the Act, 7 U.S.C. 4204 states, "The Secretary is encouraged to provide technical assistance to any state or unit of local government, or any nonprofit organization, as determined by the

Secretary, that desires to develop programs or policies to limit the conversion of productive farmland to nonagricultural uses." In § 2.62, of 7 CFR Part 2, Subtitle A, SCS is delegated leadership responsibility within USDA for the activities treated in this part.

(b) In providing assistance to states, local units of government, and nonprofit organizations, USDA will make available maps and other soils information from the national cooperative soil survey through SCS field offices.

(c) Additional assistance, within available resources, may be obtained from local offices of other USDA agencies. The Agricultural Stabilization and Conservation Service and the Forest Service can provide aerial photographs, crop history data, and related information. A reasonable fee may be charged. In many states, the Cooperative Extension Service can provide help in understanding and identifying farmland protection issues and problems, resolving conflicts, developing alternatives, deciding on appropriate actions, and implementing those decisions.

(d) Officials of state agencies, local units of government, nonprofit organizations, or regional, area, state-level, or field offices of federal agencies may obtain assistance by contacting the office of the SCS state conservationist. A list of Soil Conservation Service state office locations appears in Appendix A, Section 681.6 of this Title. If further assistance is needed, requests should be made to the Assistant Secretary for Natural Resources and Environment,

Office of the Secretary, Department of Agriculture, Washington, D.C. 20250.

§ 658.7 USDA assistance with federal agencies' reviews of policies and procedures.

(a) Section 1542(a) of the Act, 7 U.S.C. 4203, states, "Each department, agency, independent commission or other unit of the Federal Government, with the assistance of the Department of Agriculture, shall review current provisions of law, administrative rules and regulations, and policies and procedures applicable to it to determine whether any provision thereof will prevent such unit of the Federal Government from taking appropriate action to comply fully with the provisions of this subtitle."

(c) USDA will provide certain assistance to other federal agencies for the purposes specified in section 1542 of the Act, 7 U.S.C. 4203. If a federal agency identifies or suggests changes in laws, administrative rules and regulations, policies, or procedures that may affect the agency's compliance with the Act, USDA can advise the agency of the probable effects of the changes on the protection of farmland. To request this assistance, officials of federal agencies should correspond with the Chief, Soil Conservation Service, P.O. Box 2890, Washington, D.C. 20013.

Dated: June 28, 1984.

John B. Crowell, Jr.,

Assistant Secretary for Natural Resources and Environment

(FR Doc. 84-17884 Filed 7-3-84; 8:45 am)

BILLING CODE 3410-16-M

STEPS IN THE PROCESSING THE FARMLAND AND CONVERSION IMPACT RATING FORM

Step 1 - Federal agencies involved in proposed projects that may convert farmland, as defined in the Farmland Protection Policy Act (FPPA) to nonagricultural uses, will initially complete Parts I and III of the form.

Step 2 - Originator will send copies A, B and C, together with maps indicating locations of site(s), to the Soil Conservation Service (SCS) local field office and retain copy D for their files. (Note: SCS has a field office in most counties in the U.S. The field office is usually located in the county seat. A list of field office locations are available from the SCS State Conservationist in each state).

Step 3 - SCS will, within 45 calendar days after receipt of form, make a determination as to whether the site(s) of the proposed project contains prime, unique, statewide or local important farmland.

Step 4 - In cases where farmland covered by the FPPA will be converted by the proposed project, SCS field offices will complete Parts II, IV and V of the form.

Step 5 - SCS will return copy A and B of the form to the Federal agency involved in the project. (Copy C will be retained for SCS records).

Step 6 - The Federal agency involved in the proposed project will complete Parts VI and VII of the form.

Step 7 - The Federal agency involved in the proposed project will make a determination as to whether the proposed conversion is consistent with the FPPA and the agency's internal policies.

INSTRUCTIONS FOR COMPLETING THE FARMLAND CONVERSION IMPACT RATING FORM

Part I: In completing the "County And State" questions list all the local governments that are responsible for local land use controls where site(s) are to be evaluated.

Part III: In completing item B (Total Acres To Be Converted Indirectly), include the following:

1. Acres not being directly converted but that would no longer be capable of being farmed after the conversion, because the conversion would restrict access to them.

2. Acres planned to receive services from an infrastructure project as indicated in the project justification (e.g. highways, utilities) that will cause a direct conversion.

Part VI: Do not complete Part VI if a local site assessment is used.

Assign the maximum points for each site assessment criterion as shown in §658.5(b) of CFR. In cases of corridor-type projects such as transportation, powerline and flood control, criteria #5 and #6 will not apply and will be weighted zero, however, criterion #8 will be weighted a maximum of 25 points, and criterion #11 a maximum of 25 points.

Individual Federal agencies at the national level, may assign relative weights among the 13 site assessment criteria other than those shown in the FPPA rule. In all cases where other weights are assigned, relative adjustments must be made to maintain the maximum total weight points at 160.

In rating alternative sites, Federal agencies shall consider each of the criteria and assign points within the limits established in the FPPA rule. Sites most suitable for protection under these criteria will receive the highest total scores, and sites least suitable, the lowest scores.

Part VII: In computing the "Total Site Assessment Points", where a State or local site assessment is used and the total maximum number of points is other than 160, adjust the site assessment points to a base of 160.

Example: if the Site Assessment maximum is 200 points; and alternative Site "A" is rated 180 points:

Total points assigned Site A = $180 \times 160 = 144$ points for Site "A."

Maximum points possible 200

U.S. Department of Agriculture

FARMLAND CONVERSION IMPACT RATING

RT I (To be completed by Federal Agency)		Date Of Land Evaluation Request	
Name Of Project		Federal Agency Involved	
Proposed Land Use		County And State	
RT II (To be completed by SCS)		Date Request Received By SCS	
Does the site contain prime, unique, statewide or local important farmland? (If no, the FPPA does not apply -- do not complete additional parts of this form.)		Yes <input type="checkbox"/> No <input type="checkbox"/>	Acres Irrigated <input type="checkbox"/> Average Farm Size <input type="checkbox"/>
Major Crops	Farmable Land In Govt. Jurisdiction Acres: %	Amounts Of Farmland As Defined In FPPA Acres: %	
Name Of Land Evaluation System Used	Name Of Local Site Assessment System	Date Land Evaluation Returned By SCS	
RT III (To be completed by Federal Agency)		Alternative Site Rating	
		Site A	Site B
		Site C	Site D
Total Acres To Be Converted Directly			
Total Acres To Be Converted Indirectly			
Total Acres In Site			
RT IV (To be completed by SCS) Land Evaluation Information			
Total Acres Prime And Unique Farmland			
Total Acres Statewide And Local Important Farmland			
Percentage Of Farmland In County Or Local Govt. Unit To Be Converted			
Percentage Of Farmland In Govt. Jurisdiction With Same Or Higher Relative Value			
RT V (To be completed by SCS) Land Evaluation Criterion			
Relative Value Of Farmland To Be Converted (Scale of 0 to 100 Points)			
RT VI (To be completed by Federal Agency)		Maximum Points	
Assessment Criteria (These criteria are explained in 7 CFR 658.5(b))			
1. Area In Nonurban Use			
Perimeter In Nonurban Use			
Percent Of Site Being Farmed			
4. Protection Provided By State And Local Government			
Distance From Urban Builtup Area			
Distance To Urban Support Services			
7. Size Of Present Farm Unit Compared To Average			
Creation Of Nonfarmable Farmland			
Availability Of Farm Support Services			
8. On-Farm Investments			
Effects Of Conversion On Farm Support Services			
Compatibility With Existing Agricultural Use			
TOTAL SITE ASSESSMENT POINTS		160	
RT VII (To be completed by Federal Agency)			
Relative Value Of Farmland (From Part V)		100	
Total Site Assessment (From Part VI above or a local assessment)		160	
TOTAL POINTS (Total of above 2 lines)		260	
Selected:		Date Of Selection	
For Selection:		Was A Local Site Assessment Used? Yes <input type="checkbox"/> No <input type="checkbox"/>	

(A) prime farmland is land that has the best combination of physical and chemical characteristics for producing food, feed, fiber, forage, oilseed, and other agricultural crops with minimum inputs of fuel, fertilizer, pesticides, and labor, and without intolerable soil erosion, as determined by the Secretary. Prime farmland includes land that possesses the above characteristics but is being used currently to produce livestock and timber. It does not include land already in or committed to urban development or water storage;

(B) unique farmland is land other than prime farmland that is used for production of specific high-value food and fiber crops, as determined by the Secretary. It has the special combination of soil quality, location, growing season, and moisture supply needed to economically produce sustained high quality or high yields of specific crops when treated and managed according to acceptable farming methods. Examples of such crops include citrus, tree nuts, olives, cranberries, fruits, and vegetables; and

(C) farmland, other than prime or unique farmland, that is of statewide or local importance for the production of food, feed, fiber, forage, or oilseed crops, as determined by the appropriate State or unit of local government agency or agencies, and that the Secretary determines should be considered as farmland for the purposes of this subtitle;

(2) the term "State" means any of the fifty States, the District of Columbia, the Commonwealth of Puerto Rico, the Commonwealth of the Northern Mariana Islands, the Trust Territory of the Pacific Islands, or any territory or possession of the United States;

(3) the term "unit of local government" means the government of a county, municipality, town, township, village, or other unit of general government below the State level, or a combination of units of local government acting through an areawide agency under State law or an agreement for the formulation of regional development policies and plans;

(4) the term "Federal program" means those activities or responsibilities of a department, agency, independent commission, or other unit of the Federal Government that involve (A) undertaking, financing, or assisting construction or improvement projects; or (B) acquiring, managing, or disposing of Federal lands and facilities. The term "Federal program" does not include construction or improvement projects that on the effective date of this subtitle are beyond the planning stage and are in either the active design or construction stage; and

(5) the term "Secretary" means the Secretary of Agriculture.

FARMLAND PROTECTION POLICY

Sec. 1541. (a) The Department of Agriculture, in cooperation with other departments, agencies, independent commissions, and other units of the Federal Government, shall develop criteria for identifying the effects of Federal programs on the conversion of farmland to nonagricultural uses.

(b) Departments, agencies, independent commissions, and other units of the Federal Government shall use the criteria established under subsection (a) of this section, to identify and take into account the adverse effects of Federal programs on the preservation of farmland; consider alternative actions, as appropriate, that could

Subtitle I—Farmland Protection Policy Act

SHORT TITLE

Sec. 1539. This subtitle may be cited as the "Farmland Protection Policy Act".

FINDINGS, PURPOSES, AND DEFINITIONS

Sec. 1540. (a) Congress finds that—

(1) the Nation's farmland is a unique natural resource and provides food and fiber necessary for the continued welfare of the people of the United States;

(2) each year, a large amount of the Nation's farmland is irrevocably converted from actual or potential agricultural use to nonagricultural use;

(3) continued decrease in the Nation's farmland base may threaten the ability of the United States to produce food and fiber in sufficient quantities to meet domestic needs and the demands of our export markets;

(4) the extensive use of farmland for nonagricultural purposes undermines the economic base of many rural areas;

(5) Federal actions, in many cases, result in the conversion of farmland to nonagricultural uses where alternative actions would be preferred;

(6) the Department of Agriculture is the agency primarily responsible for the implementation of Federal policy with respect to United States farmland, assuring the maintenance of the agricultural production capacity of the United States, and has the personnel and other resources needed to implement national farmland protection policy; and

(7) the Department of Agriculture and other Federal agencies should take steps to assure that the actions of the Federal Government do not cause United States farmland to be irreversibly converted to nonagricultural uses in cases in which other national interests do not override the importance of the protection of farmland nor otherwise outweigh the benefits of maintaining farmland resources.

(b) The purpose of this subtitle is to minimize the extent to which Federal programs contribute to the unnecessary and irreversible conversion of farmland to nonagricultural uses, and to assure that Federal programs are administered in a manner that, to the extent practicable, will be compatible with State, unit of local government, and private programs and policies to protect farmland.

(c) As used in this subtitle—

(1) the term "farmland" includes all land defined as follows:

lessen such adverse effects; and assure that such Federal programs, to the extent practicable, are compatible with State, unit of local government, and private programs and policies to protect farmland.

(c) The Department of Agriculture may make available to States, units of local government, individuals, organizations, and other units of the Federal Government information useful in restoring, maintaining, and improving the quantity and quality of farmland.

EXISTING POLICIES AND PROCEDURES

Sec. 1542. (a) Each department, agency, independent commission, or other unit of the Federal Government, with the assistance of the Department of Agriculture, shall review current provisions of law, administrative rules and regulations, and policies and procedures applicable to it to determine whether any provision thereof will prevent such unit of the Federal Government from taking appropriate action to comply fully with the provisions of this subtitle.

(b) Each department, agency, independent commission, or other unit of the Federal Government, with the assistance of the Department of Agriculture, shall, as appropriate, develop proposals for action to bring its programs, authorities, and administrative activities into conformity with the purpose and policy of this subtitle.

TECHNICAL ASSISTANCE

Sec. 1543. The Secretary is encouraged to provide technical assistance to any State or unit of local government, or any nonprofit organization, as determined by the Secretary, that desires to develop programs or policies to limit the conversion of productive farmland to nonagricultural uses.

FARMLAND RESOURCE INFORMATION

Sec. 1544. (a) The Secretary, through existing agencies or inter-agency groups, and in cooperation with the cooperative extension services of the States, shall design and implement educational programs and materials emphasizing the importance of productive farmland to the Nation's well-being and distribute educational materials through communications media, schools, groups, and other Federal agencies.

(b) The Secretary shall designate one or more farmland information centers to serve as central depositories and distribution points for information on farmland issues, policies, programs, technical principles, and innovative actions or proposals by local and State governments.

GRANTS; CONTRACTS

Sec. 1545. The Secretary may carry out the purposes of this subtitle, with existing facilities and funds otherwise available, through the use of grants, contracts, or such other means as the Secretary deems appropriate.

REPORT

Sec. 1546. Within one year after the enactment of this subtitle, the Secretary of Agriculture shall report to the Committee on Agriculture, Nutrition, and Forestry of the Senate and the Committee on Agriculture of the House of Representatives on the progress made in

implementing the provisions of this subtitle. Such report shall include information on—

(1) the effects, if any, of Federal programs, authorities, and administrative activities with respect to the protection of United States farmland; and

(2) the results of the reviews of existing policies and procedures required under section 1542(a) of this subtitle.

STATEMENT OF LIMITATION

Sec. 1547. (a) This subtitle does not authorize the Federal Government in any way to regulate the use of private or non-Federal land, or in any way affect the property rights of owners of such land.

(b) None of the provisions or other requirements of this subtitle shall apply to the acquisition or use of farmland for national defense purposes.

PROHIBITION

Sec. 1548. This subtitle shall not be deemed to provide a basis for any action, either legal or equitable, by any State, local unit of government, or any person or class of persons challenging a Federal project, program, or other activity that may affect farmland.

EFFECTIVE DATE

Sec. 1549. The provisions of this subtitle shall become effective six months after the date of enactment of this Act.



DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 22D COMBAT SUPPORT GROUP (SAC)
MARCH AIR FORCE BASE, CA 92518

RECEIVED

NOV 27 1984

PRC - P & D

PRC Engineering
ATTN: Michael A. Benner
972 Town & Country Road
P. O. Box 5367
Orange CA 92667

Dear Mr Benner

The information you requested in your 13 Nov 84 letter to the Van Nuys Air National Guard follows:

1983

Jan	5,879
Feb	6,808
Mar	7,000
Apr	7,000
May	7,000
Jun	6,429
Jul	5,987
Aug	6,208
Sep	6,290
Oct	5,976
Nov	5,666
Dec	6,691

Total 76,934

These figures include all inbound, outbound, touch and go, and approaches during calendar year 1983.

Sincerely

MARY I. SIMONS
Chief, Documentation Branch
Base Administration

Section B

Comments Received from the General Public

August 9, 1984


Master Sergeant Riley Black
Asst Public Affairs officer
146th Tactical Airlift officer
Air National Guard
8030 Balboa Blvd
Los Angeles, CA 91404

We wish to advise that we have no
objection to the possible move of the 146th
Tactical Airlift to Toint Mugu.

Many of us in Leisure Village will be
pleased to have you in our Area.

Ed R. Salzer *Nola M Salzer*

30101 Village 30
Camarillo, CA 93010

 ED AND NOLA SALZER
30101 VILLAGE 30
CAMARILLO, CA 93010

I wish to express my support in the transfer of the 146 F-16's. I reside directly under the present flight pattern presently used by NAF MUGU in Mission Oaks.

I don't feel the noise of C-130's are annoying when they pass over. My husband and I fly C-130's out as 1-4's and I definitely know their "drone" versus the F-14/18's we have going over. I don't feel many people in the local community were aware of the difference of these aircraft until your presentation. I feel our local government has been trying to get our citizens up in arms over this. I believe the noise problems we have are minimal and could be virtually resolved with better communication between NAF and the residents of Camarillo.

Carol J. Lynning
557 Hillcrest Dr.
987-4490



CITY OF CAMARILLO

601 CARMEN DRIVE
P. O. BOX 848
CAMARILLO, CALIFORNIA 93010
(805) 482-0921

OFFICE OF THE MAYOR

August 10, 1984

Mr. Eugene Grigsby
The Planning Group
1728 Silverlake Boulevard
Los Angeles, CA 90026

Dear Mr. Grigsby:

The following is a list of issues and concerns of the City of Camarillo relating to the relocation of the 146th Tactical Airlift Wing from Van Nuys with Point Mugu NAS as one of the alternates. The City Council feels that a thorough examination of these issues would assist the community and decisionmakers in understanding the impacts associated with such a proposal.

1. Noise Impacts
 - a. What is present situation over Camarillo?
 - b. What would noise levels over Camarillo be under the proposal?
 - c. What would noise levels over Camarillo be for alternate assigned aircraft (i.e., C-141B or F-16)?
2. Operations
 - a. Any limit on flying hours as well as maintenance run ups? How much approach, touch and go training will occur at Point Mugu versus present activity?
 - b. Would flight paths be over residences, schools or large crowd areas?
 - c. What will be the normal flight patterns?

- d. What is the number and mix of flight operations now?
What will be the number and mix of flight operations
after transfer?
- e. Will there be an increase in transient military air-
craft due to unit's relocation and maintenance support
capability?
- 3. Will an EIS be required if unit converts to C-141B, F-16, or
other aircraft?
- 4. Any low level training, missed approach, or other local area
training requirements that would be over residential areas?
- 5. What is the possibility of an increase in numbers of aircraft
assigned to the 146 TAW?
- 6. Compatibility/conflict of airspace use.

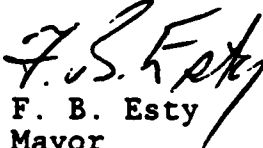
Is there a need to update air traffic control in the area at
Camarillo Airport? at Oxnard Airport?
- 7. Are utilities adequate to serve expansion?
- 8. Will Mugu Lagoon be impacted?
- 9. What effect will the transfer have on air quality?
- 10. Any danger from hazardous cargo both in the air and ground
transportation?
- 11. Are roads adequate to handle expected traffic?
- 12. Will fire suppression missions be continued and Point Mugu
used as a base of operation?
- 13. What impacts are expected on housing?
- 14. What impacts are expected on schools, both enrollment and
noise on school sites?
- 15. Will land be removed from agriculture and if so what is the
significance?
- 16. What are the on-base construction and facility requirements?
- 17. What are the benefits of the relocation?

Mr. Eugene Grigsby
August 10, 1984
Page 3

18. What are the cost comparisons of relocation to each of the proposed sites?
19. Who will be the hearing body?
20. What agency will make the decision on relocation?
21. What is the schedule for EIR preparation, review, hearings, and decision?

We appreciate your invitation to participate in this process and desire to be kept informed of future hearings and reports.

Sincerely,


F. B. Esty
Mayor

FBE:s

PUBLIC SCOPING MEETING

13 August, 1984

146th Tactical Airlift Wing Proposed Relocation to Pt. Mugu

WOULD YOU PLEASE PROVIDE ANSWERS TO THE FOLLOWING QUESTIONS?

- 1) Who is the 'lead agency' responsible for preparation of this document? Are they sufficiently detached from this proposal to provide objective guidance to the EIS contractor?
- 2) Who will make the relocation decision? Are they sufficiently detached from the proposal to make an objective decision?
- 3) Why was PRC selected as the contractor to prepare the EIS, and by whom were they selected?
- 4) Do they have a demonstrated expertise in socioeconomic, noise, air safety and real estate valuation impact assessment? If so, what is it?
- 5) How will PRC assess noise impacts?
- 6) How will PRC assess air safety impacts? Will collision probability functions be developed based on past versus projected air traffic?
- 7) How will PRC assess property value impacts?
- 8) The number of takeoffs/landings, or "points of origination" are not particularly relevant to the residents of eastern Camarillo. The precise number of flights, types of flights and times of flights over eastern Camarillo is critical! Since training flights and some other flights (e.g., "touch and go") make repeated "passes" over eastern Camarillo, the EIS should precisely quantify those numbers. Are those numbers available now?
- 9) When the C-130s are replaced in the near future, what will replace them and how loud are these planes?
- 10) How seriously are you considering the "no-action alternative"? Will the economic benefits of its selection be clearly indicated in the EIS?
- 11) Why is the 146th proposing to move? Maintenance problems at Van Nuys? Security? Safety? Threat of deactivation when new, larger transports replace the C-130s and Van Nuys facilities are inadequate to accomodate them?
- 12) What are the other Air National Guard units in the LA area and where are they located? What services are provided by the 146th that are not, or cannot be provided by other Guard units? Will this be discussed in the EIS?

Submitted by

E. R. Mancini
Eugene R. Mancini
Camarillo, California

PUBLIC SCOPING MEETING
13 August, 1984
Camarillo, California

-- On the PROPOSED RELOCATION OF THE 146th TACTICAL AIRLIFT WING FROM
VAN NUYS TO PT. MUGU, CAMARILLO, CALIFORNIA--

Comments submitted by:
Eugene R. Mancini
Camarillo, California

The following comments on the proposed Pt. Mugu relocation alternative are submitted pursuant to the requirements of both the NEPA and CEQA to fully assess all impacts potentially affecting the quality of the human environment. These comments will focus on impacts associated with the Pt. Mugu glide path and all associated flight activity over the family/residential areas of eastern Camarillo. Issues presented here reflect concern for 1- incremental increases in military air traffic over eastern Camarillo, 2- increased risk of collisions between military and private/commercial aircraft over eastern Camarillo, 3- noise impacts associated with increased air traffic, and 4- the effects of these various impacts on residential property values.

INCREMENTAL INCREASES IN MILITARY AIR TRAFFIC

The Environmental Impact Statement (EIS) should identify the incremental increase in the numbers and types of flights, types of aircraft (e.g., jets, helicopter, cargo, etc.), and precise flight paths associated with the Pt. Mugu relocation. A critical consideration for these analyses is establishment of accurate and representative baseline conditions for comparative purposes. The dramatically increased flight frequency since approximately May, 1984 makes use of 1984 summary data inaccurate since it is not representative of true baseline conditions. Documentation of genuinely representative flight frequency and type data must be the first priority in impact assessment and should be subjected to the most rigorous critical review before any other analyses are performed.

Additionally, the number of residents/households potentially affected should be determined based upon the maximum number of residences allowed under existing growth control ordinances in Camarillo. Baseline conditions are not the number of residences in 1984, but, rather, the number of residences projected for the year(s) of the relocation. Such "affected population" data should be easily projected and documented based upon construction applications, permits, and/or the Camarillo General Plan.

I would also propose that the flight path "corridor of impact" be defined as all properties within at least 1/4 mile of the center of the flight path when approach elevations are projected to be 6000 ft or less.

AIR SAFETY

As military air traffic has increased over the Mission Oaks area during the past several months, so too has civilian/commercial air traffic increased. The prevailing flight path of the private aircraft

is directly across the glide path for Pt. Mugu air traffic. The extent to which this condition constitutes a threat of mid-air collisions, and the potential increase in risk associated with increased military air traffic (including "training" flights) must be assessed thoroughly, accurately and quantitatively.

NOISE IMPACTS

Attached to these comments is a copy of a letter dated 2 July, 1984 which is addressed to Camarillo Mayor Esty. The letter documents noise levels associated with military air traffic measured on my property in Mission Oaks. For the purposes of this scoping meeting I will briefly review the data which I submitted to the Mayor.

I, and my wife, recorded peak sound levels associated with Pt. Mugu overflights over a 5-day period from 19-23 June, 1984. Measurements were recorded with a calibrated noise dosimeter according to specifications in Camarillo Ordinance Section 10.34.070.

Ambient noise levels in my back yard during the daytime ranged from 48-52 dBA which is consistent with Camarillo's Exterior Noise level standard of 55 dBA for residential property. Average peak sound levels for military aircraft were recorded as follows:

JETS	92.6 dBA
HELICOPTERS	90.3 dBA
TRANSPORTS	88.4 dBA (corrected from the July letter)

Subsequent to my letter to the Mayor I have analyzed the recorded data using a one-way analysis of variance and found that there is no statistically significant difference between these types of aircraft noise ($P < 0.01$). Clearly, any suggestion that cargo planes are "relatively quiet" should be viewed with a certain degree of skepticism, at least when applied to realistic exposure conditions.

Noise impacts associated with the relocation proposal must be clearly indicated and assessed. Additional data regarding noise level effects (e.g., speech interference, etc.) are attached to the 2 July letter.

PROPERTY VALUE IMPACTS

In light of the concerns for noise and safety impacts associated with the Pt. Mugu relocation proposal, it is both logical and pertinent to ask what effect the relocation might have on affected property values. The city of Camarillo requires the preparation and distribution of "Residential Reports (Municipal Code Section 10.52) to prospective home buyers. A section of that report ("noise") requires the disclosure of information regarding sources of noise affecting the property (e.g., existing and potential sources of noise as well as a "noise element classification").

Detailed, quantitative analyses of the potential effects of the relocation on property values should be conducted. Once again, it should be stressed that the "affected population" not only includes property/residences in existence in 1984, but also includes all residences projected to be built before and during the year(s) of relocation.

In summary, NEPA and CEQA require a thorough, quantitative assessment of impacts associated with the Pt. Mugu relocation proposal. In order for affected individuals to accept the impacts associated with such a plan, the EIS must clearly demonstrate that the relocation is necessary, cost-effective, and that all attendant impacts on noise, safety, and property values are less significant and extensive than impacts at other alternative locations.

Respectfully submitted,

Eugene R. Harrison

5439 Summerfield St.
Camarillo, California 93010

14 August, 1984

Ms. Sylvia M. Salenius
PRC Engineering
972 Town & Country Road
P.O. Box 5467
Orange, California 92667

Dear Ms. Salenius;

I appreciated the PRC/ANG presentation and the effort that was required to conduct the 13 August Scoping Meeting in Camarillo regarding the 146th TAC proposed Pt. Mugu relocation plan.

I submitted some detailed comments to you and other PRC representatives regarding important issues to be considered in preparation of the DEIS. On the second page of my submittal I cited the statistically insignificant difference between average peak sound levels of the aircraft types I considered. The cited probability in my submittal:

"(P<0.01)"

is clearly incorrect. In my rush to type and copy the document I incorrectly cited both the probability level and sign. The corrected citation is attached and highlighted in green (P>0.05).

In order to allow the statistical analysis to be reproduced for verification I am providing the raw sound level data (dBA) which were used in the analysis:

<u>CARGO/TRANSPORT</u>	<u>JET</u>	<u>HELICOPTER</u>
82.8	108.4	117.5
93.8	83.3	78.3
83.8	117.9	82.5
93.1	76.0	75.8
93.1	80.4	82.3
83.5	93.9	94.5
	82.4	85.5
	93.7	105.9
	102.4	
	94.3	
	95.6	
	83.4	

I apologize for any inconvenience or misunderstanding which may have resulted from my error. Please call if there are any questions regarding these data (805-987-7652).

Sincerely,

Eugene R. Mancini
Eugene R. Mancini

cc: M. Sargeant Riley Black, 146th TAC
City of Camarillo

PUBLIC SCOPING MEETING
13 August, 1984
Camarillo, California

-- On the PROPOSED RELOCATION OF THE 146th TACTICAL AIRLIFT WING FROM
VAN NUYS TO PT. MUGU, CAMARILLO, CALIFORNIA--

Comments submitted by:
Eugene R. Mancini
Camarillo, California

The following comments on the proposed Pt. Mugu relocation alternative are submitted pursuant to the requirements of both the NEPA and CEQA to fully assess all impacts potentially affecting the quality of the human environment. These comments will focus on impacts associated with the Pt. Mugu glide path and all associated flight activity over the family/residential areas of eastern Camarillo. Issues presented here reflect concern for 1- incremental increases in military air traffic over eastern Camarillo, 2- increased risk of collisions between military and private/commercial aircraft over eastern Camarillo, 3- noise impacts associated with increased air traffic, and 4- the effects of these various impacts on residential property values.

INCREMENTAL INCREASES IN MILITARY AIR TRAFFIC

The Environmental Impact Statement (EIS) should identify the incremental increase in the numbers and types of flights, types of aircraft (e.g., jets, helicopter, cargo, etc.), and precise flight paths associated with the Pt. Mugu relocation. A critical consideration for these analyses is establishment of accurate and representative baseline conditions for comparative purposes. The dramatically increased flight frequency since approximately May, 1984 makes use of 1984 summary data inaccurate since it is not representative of true baseline conditions. Documentation of genuinely representative flight frequency and type data must be the first priority in impact assessment and should be subjected to the most rigorous critical review before any other analyses are performed.

Additionally, the number of residents/households potentially affected should be determined based upon the maximum number of residences allowed under existing growth control ordinances in Camarillo. Baseline conditions are not the number of residences in 1984, but, rather, the number of residences projected for the year(s) of the relocation. Such "affected population" data should be easily projected and documented based upon construction applications, permits, and/or the Camarillo General Plan.

I would also propose that the flight path "corridor of impact" be defined as all properties within at least 1/4 mile of the center of the flight path when approach elevations are projected to be 6000 ft or less.

AIR SAFETY

As military air traffic has increased over the Mission Oaks area during the past several months, so too has civilian/commercial air traffic increased. The prevailing flight path of the private aircraft

is directly across the glide path for Pt. Mugu air traffic. The extent to which this condition constitutes a threat of mid-air collisions, and the potential increase in risk associated with increased military air traffic (including "training" flights) must be assessed thoroughly, accurately and quantitatively.

NOISE IMPACTS

Attached to these comments is a copy of a letter dated 2 July, 1984 which is addressed to Camarillo Mayor Esty. The letter documents noise levels associated with military air traffic measured on my property in Mission Oaks. For the purposes of this scoping meeting I will briefly review the data which I submitted to the Mayor.

I, and my wife, recorded peak sound levels associated with Pt. Mugu overflights over a 5-day period from 19-23 June, 1984. Measurements were recorded with a calibrated noise dosimeter according to specifications in Camarillo Ordinance Section 10.34.070.

Ambient noise levels in my back yard during the daytime ranged from 48-52 dBA which is consistent with Camarillo's Exterior Noise level standard of 55 dBA for residential property. Average peak sound levels for military aircraft were recorded as follows:

JETS	92.6 dBA
HELICOPTERS	90.3 dBA
TRANSPORTS	88.4 dBA (corrected from the July letter)

Subsequent to my letter to the Mayor I have analyzed the recorded data using a one-way analysis of variance and found that there is no statistically significant difference between these types of aircraft noise ($P > 0.05$). Clearly, any suggestion that cargo planes are "relatively quiet" should be viewed with a certain degree of skepticism, at least when applied to realistic exposure conditions.

- CORRECTED
14 AUGUST
1984
62M

Noise impacts associated with the relocation proposal must be clearly indicated and assessed. Additional data regarding noise level effects (e.g., speech interference, etc.) are attached to the 2 July letter.

PROPERTY VALUE IMPACTS

In light of the concerns for noise and safety impacts associated with the Pt. Mugu relocation proposal, it is both logical and pertinent to ask what effect the relocation might have on affected property values. The city of Camarillo requires the preparation and distribution of "Residential Reports (Municipal Code Section 10.52) to prospective home buyers. A section of that report ("noise") requires the disclosure of information regarding sources of noise affecting the property (e.g., existing and potential sources of noise as well as a "noise element classification").

Detailed, quantitative analyses of the potential effects of the relocation on property values should be conducted. Once again, it should be stressed that the "affected population" not only includes property/residences in existence in 1984, but also includes all residences projected to be built before and during the year(s) of relocation.

In summary, NEPA and CEQA require a thorough, quantitative assessment of impacts associated with the Pt. Mugu relocation proposal. In order for affected individuals to accept the impacts associated with such a plan, the EIS must clearly demonstrate that the relocation is necessary, cost-effective, and that all attendant impacts on noise, safety, and property values are less significant and extensive than impacts at other alternative locations.

Respectfully submitted,

Eugene H. Harrison

2 July, 1984

Mayor F. B. Esty
City of Camarillo
601 Carmen Drive
P.O. Box 248
Camarillo, California 93010

Dear Mr. Mayor;

I appreciate your timely and thorough response to my letter regarding the noise associated with Pt. Mugu air traffic. I understand that Pt. Mugu operations are in no way regulated by Camarillo ordinances. Nevertheless, I would assume that Pt. Mugu command would be willing to minimize the noise impacts associated with their activities in the interest of fostering good community relations.

The 1 July Camarillo Daily News article regarding the potential relocation of an Air National Guard unit to Pt. Mugu makes the content of this letter particularly relevant. I indicated in my earlier letter that I intended to measure sound levels associated with air traffic in my back yard according to sampling specifications presented in Camarillo ordinance Section 10.34.070. I, and my wife, recorded peak sound level measurements for approximately 30 Pt. Mugu military overflights over a 5-day period from 19-23 June, 1984. All data were recorded in dBA with a METROSONICS db 307 noise dosimeter (Class Type 2A) calibrated according to the manufacturer's specifications.

For purposes of these measurements it was assumed that all military aircraft on a Pt. Mugu glide path were, in fact, aircraft associated with that base. All private and commercial fixed wing/helicopter overflights were not recorded. For discussion purposes the various aircraft have been conveniently grouped as jets, transports (cargo planes), or helicopters. A data summary is presented below in tabular form.

Aircraft type	Sample Size	Peak Sound Levels (dBA)	
		Range	Mean
JETS	12	76.0-117.9	92.6
HELICOPTERS	8	75.8-117.5	90.3
TRANSPORTS (cargo)	7	82.8-93.8	86.5

The considerable variation in the range of jet and helicopter peak sound levels reflects the greater flight path variability which we noted during our measurements. What is important to note, however, is the similarity between average peak sound levels, ranging from 86.5 to 92.6 for the three types of aircraft.

In order to put these sound levels in perspective I have attached two Tables and Two Figures demonstrating sound level effects with the range and average peak sound levels from our measurements indicated in color.

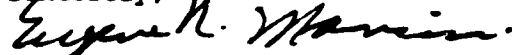
While this data base is not extensive or overly sophisticated, it is sufficient to indicate the significant increase in noise associated with Pt. Mugu traffic when compared to average daytime ambient levels of 48-52 dBA; 55 dBA is specified as an Exterior Noise Level standard for residential property in Camarillo.

The permanent relocation of an Air National Guard unit to Pt. Mugu would be expected to increase air traffic and concomitant noise levels. The noise impacts which Mission Oaks residents have experienced in the last few months may be good indicators of impacts which we will experience in the future if the Air National Guard unit is relocated to Pt. Mugu. I would be happy to assist you, the City Council, and any other responsible organization in assessing the impacts associated with increased air traffic.

Before Camarillo residents accept the impacts associated with this relocation proposal, it should be clearly demonstrated to our satisfaction that there is no legitimate, reasonable alternative and that noise impacts in Camarillo will be less extensive and less significant than noise impacts at other alternative sites.

I look forward to working with you and other city authorities on this important issue. Please feel free to circulate this letter and attachments as appropriate.

Sincerely,



Eugene R. Mancini
5439 Summerfield St.
Camarillo, California 93010
(805) 987-7652
(213) 486-7290

cc: Lt. Cmdr. Don Lewis, PMTC

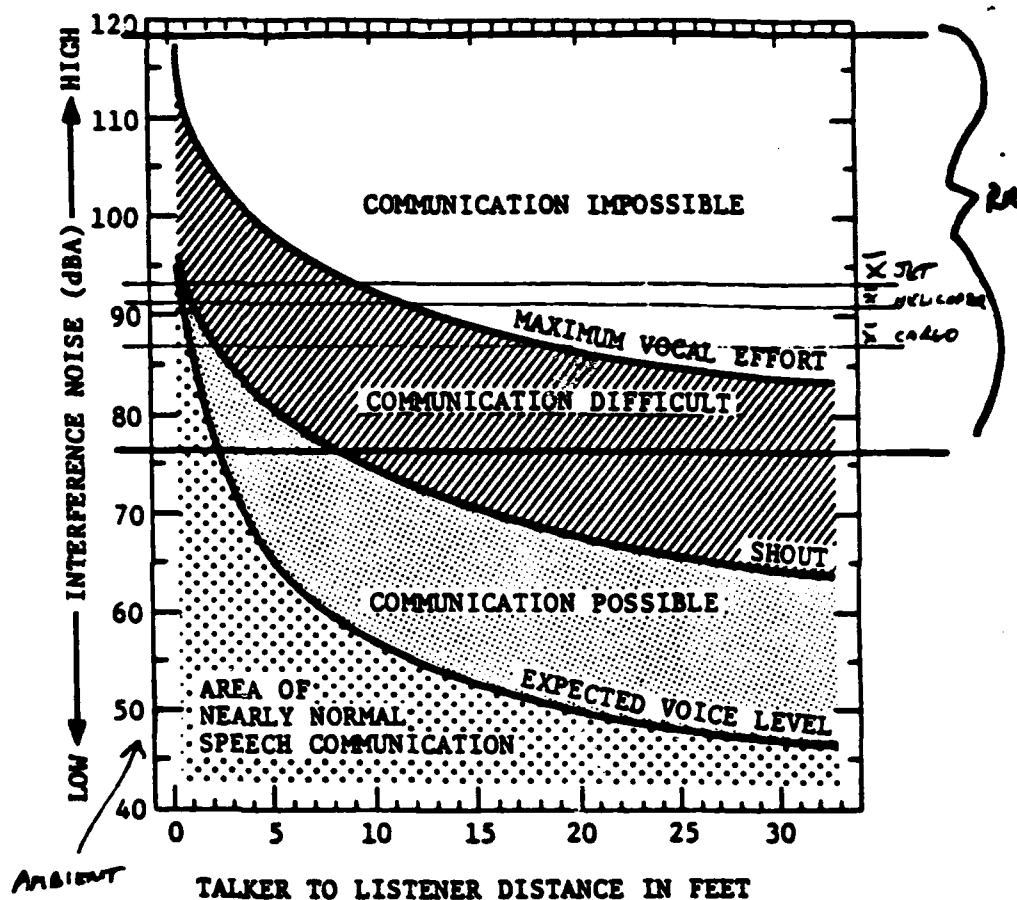


Figure 8-1. Speech interference levels (Congress, 1972).

Table 8-2 is a summary of methods used to predict noise impact and environmental analysis. While decibels is the most commonly understood noise measurement, other methodologies are appropriate for certain environmental assessments. For example, human health and welfare effects are measured in L_{dn} (day-night levels) or Sound Level-Weighted Population (LWP). Structural damage prediction is based on peak pressure and weighted accelerations.

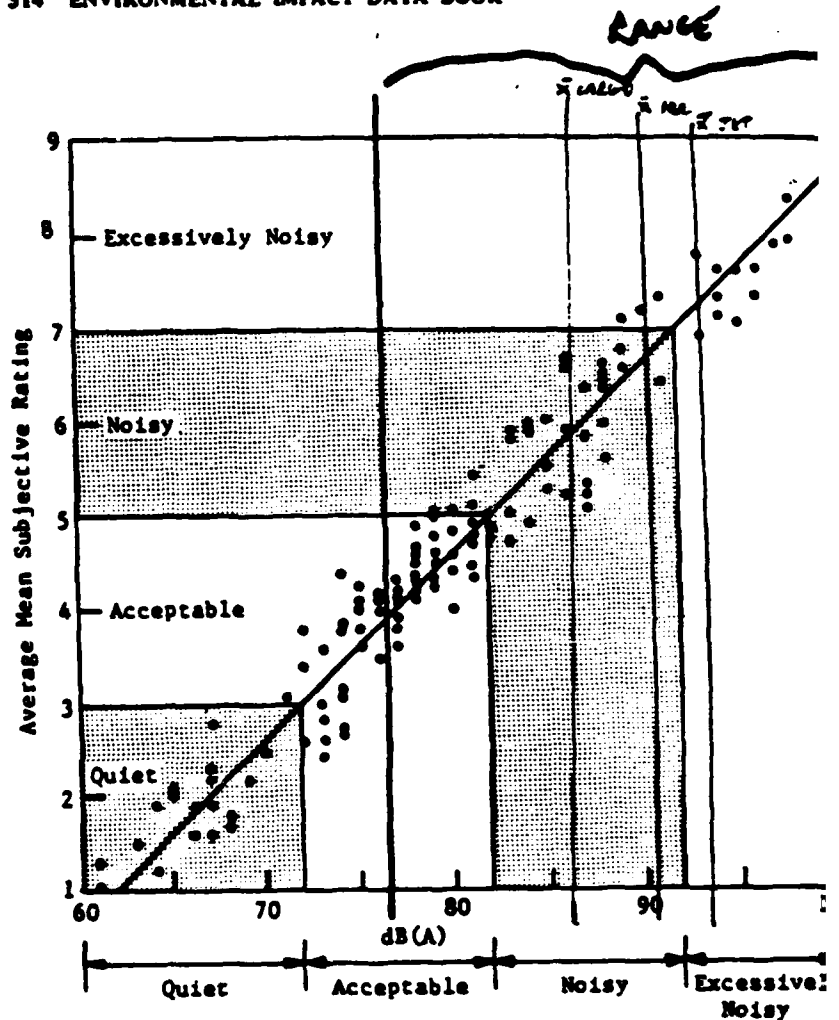
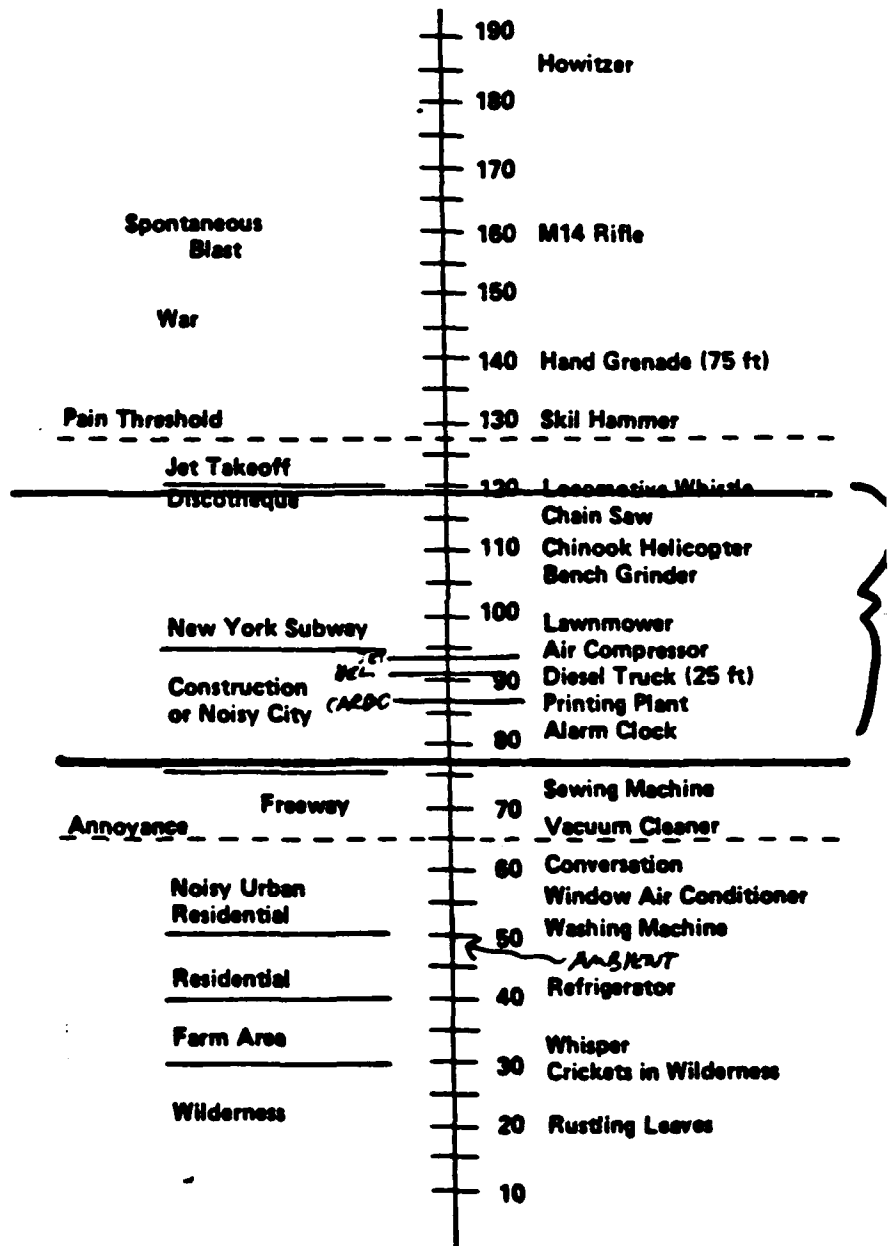


Figure 8-2. Average mean subjective rating as a function of maximum noise level in dBA (Congress, 1972).

Table 8-9 illustrates game behavior changes, due to noise from low flying aircraft. The legal definition of harassment would apply to all these predicted behavior changes. In general, the lower the aircraft, the more severe the reaction. Herd animals react more strongly to noise, than individuals alone. Wilderness species are most sensitive to noise exposure.

506 ENVIRONMENTAL IMPACT DATA BOOK

Table 8-1. Typical Noise Level, dBA (DOD, 1975)



310 ENVIRONMENTAL IMPACT DATA BOOK

Table 8-4. Effects of Noise on Man

dB(A) Level	Potential Effect
20	No sound perceived
25	Hearing threshold
30	--
35	Slight sleep interference
40	--
45	--
50 <i>AMBIENT</i>	Moderate sleep interference
55	Annoyance (mild)
60	Normal speech level
65	Communication interference
70	Smooth muscles/glands react
75	Changed motor coordination
80	Moderate hearing damage
85	Very annoying
90	Affect mental and motor behavior
95	Severe hearing damage
100	Awaken everyone
105	--
110	--
115	Maximum vocal effort
120	--
125	Pain threshold
130	Limit amplified speech
135	Very painful
140	Potential hearing loss high

Table 8-6 provides criteria for various sound levels as acceptable for a variety of land uses. Normally, a day-night level (L_{dn}) of 55 to 60 is acceptable in residential, hospital and motel zones. Figure 8-2 graphically displays the "acceptability" of dBA levels at a maximum. Generally, levels above 83 are considered noisy by most people. Levels above 80 dBA would probably bring community action.

**DEPARTMENT OF TRANSPORTATION/
FLOOD CONTROL/AIRPORTS**

**COUNTY OF SAN BERNARDINO
ENVIRONMENTAL
PUBLIC WORKS AGENCY**

825 East Third Street, San Bernardino, CA 92415-0835 • (714) 383- 2679

August 15, 1984

File: 109.43

M/Sgt. Riley Black
Public Affairs Office
146th Tactical Airlift Wing
8030 Balboa Boulevard
Van Nuys, CA 91409

Re: 146th Tactical Airlift Wing
Relocation - EIR/EIS

Dear Sgt. Black:

This letter is a follow-up to our comments made at the August 14, 1984 public scoping meeting held at the San Geronio High School in San Bernardino, California.

We appreciated the opportunity to provide input for use in the environmental assessment associated with the proposed relocation of your Air National Guard facility.

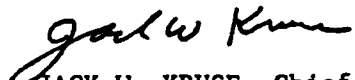
As mentioned at the meeting, the County Department of Transportation/Flood Control/Airports feels that adequate consideration should be provided for both potential flood hazards and traffic circulation/access items. In your evaluation of the Norton Air Force Base site, it should be noted that provisions for expansion of the traffic signals at the Third Street-Victoria Avenue intersection were incorporated into the design for a future southerly extension to provide access to the Base. If access is proposed at this location, it will be necessary to provide a structure to extend Victoria Avenue across City Creek (which parallels the north boundary of the site). Since this channel is subject to being overtaxed, it will be necessary to adequately size the structure so as to preclude damage to both the street section and to the Base itself. To this end, the Department will be glad to furnish pertinent information and to assist in any way we can.

In conclusion, the purpose of this letter is to provide information which you may not be currently aware of, and is not intended to cover all aspects relating to flood hazards and circulation; however, we will be happy to review the traffic/circulation and draft environmental reports when available.

M/Sgt. Riley Black
August 15, 1984
Page Two

Please feel free to refer any questions and/or transmittals directly to Michael G. Walker, Director, attention of the undersigned.

Very truly yours,


JACK W. KRUSE, Chief
Planning Division

JWK:LCG:gs

cc: C. L. Laird
Ms. Sylvia M. Salenius ✓
(PRC Engineering)

240 Talud Terrace
Camarillo, Calif. 93010
August 15, 1984

PRC Engineering,
972 Town and Country Road
Orange, Calif. 92667

Ref: Safety & airspace considerations

Dear Ms. Salenius:

I attended the "Scoping" meeting at the Camarillo airport last Monday night, and would like to add one additional negative factor regarding the possible relocation of the Air National Guard at Point Mugu. To my knowledge, no one mentioned a study of weather conditions, as it affects flying, at the three locations under consideration. The years I have spent as an airline meteorologist focus my attention on this factor.

I feel a comparative study of the days per year and hours per day of ceilings and visibilities below VFR minimums (or some other designated minimums) should be included in your E.I.R. study. VFR minimums used to be 1000 feet and 3 miles visibility, and probably haven't changed much in recent years. Most private pilots flying out of Camarillo airport are supposed to follow VFR minimums.

I live about 1000 yards from the Camarillo High School, and am directly under the final approach pattern for the Point Mugu air strip. This noise has to be experienced to really be appreciated; I realize the noise factor is already included in your study.

Military flights on final approach are frequently above the cloud base (and invisible) as they pass over my house. Of course, this is no problem for them with the instrument landing systems in use. However, at some point on their final approach, they will break out into the clear and, at this point, will first become visible to private aircraft from the Camarillo airport.

These private aircraft, often flying at right angles to the Point Mugu final approach, create a hazard, particularly on days and nights with reduced ceilings and visibilities.. Additional flights of the Air National Guard could only increase this hazard.

There is another item pertaining to weather which really doesn't qualify as a factor in your E.I.R. study; however, I feel I should mention it.

-2-

From the standpoint of the number of days of good flying weather, Point Mugu can't compare with your other two alternative locations. Not knowing the intent of the Air National Guard's training exercises, I can only guess that the more training time available, the better.

Very truly yours,

Robert M. Johnston
Robert M. Johnston

August 16, 1984
21405 Chatsworth St.
Chatsworth, Ca. 91311

RESEDA WOMEN'S CLUB
7901 Lindley Avenue
Reseda, California

Dear Ladies and Guests:

This meeting is the first of many regarding the relocation of the California Air National Guard from it's present location at the Van Nuys Airport.

My first reaction upon hearing of this proposal was that this was but another protest by some select group to speak in my behalf, just like the group who failed the people of the San Fernando Valley by rejecting vast material gain offered by the 1984 Olympic's Committee. But that is not the case at all.

In our twenty three years of life here in the Valley, my family and I merely accepted and took for granted the presence of the Air National Guard. We attended their air shows and marveled at the hugh ugly brown C-130 transports.

Protests by homeowners and anyone else for that matter are far down on the list of priorities. The basic fact of life is that progress has stepped into the arena. If there was even a remote possibility of retaining the Air Guard at it's present facility I would be the first one to shout out that:

The Guard has served not only the people of the San Fernando Valley, but the entire State of California since 1948.

It's aircraft have fire fighting capabilities and can also serve as hospital ships.

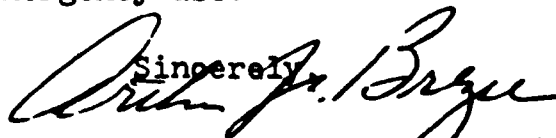
It's personnel serve us in the community by their assistance in a local school for crippled children and transporting material for forest regrowth operations.

And for local businesses this may come as news. The annual military payroll is 6.4 million dollars and the civilian payroll totals 8.4 million dollars!

Add that to the air shows, tours and band parade color guards, they surely will be missed.

The real fight is yet to come. I propose that the land and facilities not be abandoned to our politicians whose eyesight is not 20-20 but \$-\$ and leave the location intact, retaining a standby base for emergency use.

Sincerely,



Arthur J Breza (818) 998-1894

5934 Fremont Circle
Camarillo, California 93010
August 28, 1984

RECEIVED
SEP 5 1984
PRC - P & D

Ms. Sylvia M. Salenius
PRC Engineering
972 Town & Country Road
P.O. Box 5467
Orange, California 92667

Dear Ms. Salenius:

The proposed relocation of the 146th Tactical Airlift Wing to Point Mugu is total unacceptable to those of us residing in eastern Camarillo. The current air traffic using the base is already high and generates numerous complaints. Any increase to the current traffic would be inappropriate and would have a serious impact on this expanding residential area.

As residents of Mission Oaks, we object to the flight pattern used by planes approaching Point Mugu. The planes fly extremely low over our homes, schools and community. We were told by the flight officer at Point Mugu that the planes needed to fly at less than 3000 feet because LAX controls the air space above this. It is apparent that the controls at Mugu are not very stringent however as the planes often fly over at altitudes considerably below this.

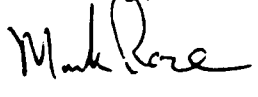

We are also very concerned about the conflict that is being set up between the Mugu base approach and the uncontrolled approaches to Camarillo and Oxnard airports. We believe that any study should include consideration of the flight paths originating at these airports. More importantly, we feel that consideration has to be given to the high level of recreational flying that crosses over our community. This traffic is especially heavy in the evenings and on weekends.

Camarillo is a growing community, and Ventura county is expected to grow considerably in the coming decade. There are four new housing projects being developed by different developers on the east side of Camarillo, and the level of frustration and complaints will be very great and continue to grow should the 146th be moved to Mugu.

On Wednesday the 22nd the 146th performed their training runs into Mugu. The result was very disturbing. Planes passed overhead at about 2500 feet every 5 minutes for an hour and a half. This, and the Wing hasn't even been relocated.

The alternative sites that are under consideration such as Palmdale don't present these same limitations. We would hope that the findings of your report will point out that the alternative site at Palmdale is subject to far fewer limitations than Mugu and should be recommended as the 146th's new home.

Sincerely,

Mark and Mary Rose

cc: Mayor Esty

Camarillo City Council

R. Chalmers Graham, F.P.S.A.
37216 Village 37
Camarillo, California 93010

August 29, 1984

Asst. Public Affairs Officer
146th Tactical Airlift Wing
Air National Guard
8030 Balboa Blvd.
Los Angeles, Ca. 91404

Dear Sergeant Black:

I am voicing another protest against the relocation of the 146 Tactical Airlift Wing to Point Mugu. I was unable to attend the August 13th meeting in Camarillo. My protest is the same as those brought up at that meeting, that were reported in the newspaper article the following morning. I hope these protests will be given a great deal of thought and consideration.

Sincerely
Mrs R C. Graham
Mrs R. C. Graham



NORTH COUNTY ALLIANCE of COMMUNITY ASSOCIATIONS

P. O. Box 3580
Quartz Hill, CA 93534

1300 square miles encompassing over 40 communities
and/or established neighborhood organizations

NCACA NEWS No. 8, Vol. 1

- - - PLEASE SHARE - - -

August 30, 1984

AIR NATIONAL GUARD Public Hearing - Special Report

On Aug. 15, the 146th Tactical Airlift Wing of the Air National Guard (Van Nuys) held an informational meeting and public hearing in Antelope Valley [AV] regarding a possible site adjacent to USAF Plant 42 [Palmdale Airport area]. The other 2 sites being considered are at Point Mugu and Norton AFB. The meeting began late due to a mix-up of the place [no fault of the 146th] and ended up in Palmdale.

The 146th had a good presentation. They and their civilian research representative (Sylvia Salenius of PRC Engineering, Orange Div.) were the most informed people I've encountered so far re AV statistics! Very refreshing. Col. Jeffries chaired the meeting; Capt. Crumrine was the main 146th speaker; Ms Little spoke for the Lancaster Council; Ms Foote asked several questions on behalf of Mike Antonovich's office, and Maj. Crosby spoke on behalf of USAF Plant 42. [We were rather surprised that the Palmdale City rep. left during recess, before the public hearing portion of the meeting began.] 3 local residents (including the LCND/NCACA rep.) also aired concerns. Reps. were also present from Edwards AFB, the AV Press and the USAF Western Regional Civil Engineer's office from San Francisco.

Informational portion

Reasons for moving: The Van Nuys [VN] base is on 63 acres & they really need 200+ (partly to park their 16 C-130's when they're all on base). VN is the 4th busiest general-use airport in the US. Security is not good, as VN has crowded right in on them. A flood control channel bisects their ramp, etc.

Operations: They would conduct approx. 35 flights a day (limited to between 8 am & 4 pm), practicing traffic patterns; "touch & go's"; instrument training, etc. (They already do a lot of flights out of Plmdle now.) The 146th is capable of rapid deployment to anywhere in the world, for: troops & materials transport; disaster relief (food, medicines, etc. - i.e. made 600 flights to drop feed to stranded cattle in New Mexico one winter); search & rescue; civil protection (evacuations, etc.); fire fighting (a C-130 can drop 30,000 lbs of fire retardant in six seconds!), etc.

Facilities: There would be approx. 330,000 sq.ft. of construction, including the usual bldgs. connected with aircraft operations (i.e. training & ops. bldgs., shops, engine test stand, jet fuel storage, sewage treatment plant, etc.).

Site: The possible Palmdale site would be "the NW side of the field" (about 1/8 mile S. of Ave. M & 3/4 mile E. of Sierra Hwy). They want to remain within 50 miles of downtown L.A. (54% of their regular & support personnel currently live in San Fernando Valley), and they prefer to be on or adjacent to an existing AFB. [Later AV Press article hinted at Point Mugu preference, but commuting to AV (from San Fernando Vly) would be more direct.]

EIR points: The Environmental Impact Report is being done according to the Nat'l Environmental Policy Act (and the corresponding State Act). Issues covered are: Noise, Biological Resources, Agriculture, Geology, Hydrology, Traffic/Circulation, Air Quality, Safety, Utilities, Hazardous Materials, Cultural Resources, Aesthetics (plus Archaeology and Social & Economic Effects). All 3 possible sites are subject to earthquake problems. Palmdale site is subject to some sheet flooding but is not in a 100-year flood plain. Auto traffic would increase esp. on Ave. M [as they've been doing flights over AV for some time, there wouldn't be much increase in air traffic]. Safety - in over 130,000 "operations" during 30+ years, there's only been one major accident! The impact of hookups to local utilities would be minimal. Toxic waste - they produce about 24,000 gals. contaminated liquid annually, which is removed by a hauler to a legal site, & about 4 drums of solid material is taken to Pt. Mugu for disposal.

EIR Time Schedule: The draft EIR should be ready by late Nov/84; public hearings in Jan/85, & probably file EIR in Mar/85. If a "no significant impact" is "found" (after Draft is released) it could be filed earlier. Final decision is made by "The Department in Washington".

Personnel: The 146th, basically a reserve unit, is the largest TAW on any one base with 300 full-time personnel & up to 1400 on "action" weekends (one wknd a month). Though most of the 146th's personnel live "down below" now, some would relocate to AV (a few already live up here & commute). None would live on base. The 146th "supports" similar groups in Alaska & Wyoming, to backup 3500 personnel.

Awards: Both in 1967 & 1981 the 146th received the USAF Outstanding Unit Award (one of the few groups to receive it more than once!).

Gen'l Info.: About 90% of all defense flights are flown by reserves.

Civic Activities: Civic groups are welcome to use TAW facilities. The 146th sponsors Boy Scout groups, etc.; provides color guard for various events; provides facilities & background personnel, etc. for movies (i.e. Entebbe, Firefox, Call to Glory, etc.) They also assisted in planting over 40,000 seedling trees in the San Bernardino Nat'l Forest. They hold an Aviation Fair & Air Show every 3 years; 100,000 attended the 1981 event. Proceeds from these Shows are donated to local charitable organizations!



NORTH COUNTY ALLIANCE of COMMUNITY ASSOCIATIONS

P. O. Box 3580
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1300 square miles encompassing over 40 communities
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NCACA NEWS No. 8, Vol. 1

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August 30, 1984

AIR NATIONAL GUARD Hearing Report continued

Public Hearing portion

Residents: 2 local residents voiced concerns over existing noise & potential accident problems with low overflights & occasional straying from regular flight patterns. One said, even double-insulated windows didn't help.

Lancaster: Mayor Little said the Council would welcome this type of operation in AV, but that they were concerned with "degradation" of air quality. The smog in our High Desert basin is aggravated by the same "inversion" characteristics LA has. Other concerns were noise & auto traffic patterns & emissions. The personnel would be welcome however. The Council will "watch" the final EIR statements.

County: Ms Foote asked several questions, establishing that: the 146th has been working with Palmdale & is working in accordance with their General Plan land-use requirements. As no full-time personnel would live on base, then approx. 300 cars would be added daily to traffic on Ave. M; 146th reps. said they were aware of the "bumper-to-bumper" traffic twice daily there now. [This problem is being worked on in mtgs between Lanc/Palmdale/USAF-Feds/ LA County.] As a personal comment, Ms Foote said she would feel safer in a big earthquake with the 146th here, as there's no entity in AV now capable of the rescue ops. the 146th has.

Palmdale: Rep. absent.

Plant 42: Maj. Crosby said the USAF is very proud of the 146th & that the AV & Plant 42 have felt benefits from the operations they are already conducting. He said they have good agreements; are good neighbors & friends and obey noise limitations, flight patterns, etc.

Safety: When Plant 42 came in, in the '40's, they purchased land and/or "aviation rights" to land (no high structures, or crowded housing adjacent) off the ends of the runways. Most housing nearby came in in the '70's. Plant 42 has always cooperated with Lancaster & Palmdale.

Noise: Unfortunately, noise can be magnified by a low cloud cover [& high humidity]. The frequency of flights would not be increased much & the C-130 Hercules is a "quiet" craft. There are no flights between 10 pm & 6 am. (The noisiest, the SR71, usually just flies once a week.) (Tower is not manned on weekends.)

East Wind: When reversing usual E-W flight pattern, Plant 42 always checks with civic authorities & diverts if special exams, for example, are being taken in the schools.

Air Quality: Plant 42 is also very concerned about air quality. The C-130 has low emissions; the bigger impact would be from increased auto traffic.

Auto Traffic: The Nat'l Defense Highway Act causes funds to be used on Interstate & other essential highways. It was largely responsible for the AV Freeway being completed at all. Maj. Crosby hopes they can obtain funds through the Act again to help costs of improving Ave. M. (Hopefully to 4 lanes from Sierra Hwy [or Freeway ?] to 50th St. E.

LCNO/NCACA: Rep. Nauman had some questions & comments. Re future flight conflicts with proposed Palmdale International Airport - "Too nebulous to say; may never be built". East wind blows more often than is sometimes recognized. Residents are very concerned over environmental issues. Speaking personally, she said previous contacts with the USAF had all been very pleasant & they'd been very cooperative in helping stop the coal-burning, electric plant (proposed a few years ago for NW AV), & the more recent suggested Prison site. She thought the 146th personnel would be welcomed here by local residents, but that accompanying impacts (i.e. increased traffic, etc.) might pose a problem.

Conclusion: The meeting was well-worth attending; too bad so few there. However, those who were there learned a great deal and made some new friends, which is always nice.



Board of Supervisors County of Los Angeles

MICHAEL D. ANTONOVICH
SUPERVISOR FIFTH DISTRICT

August 30, 1984

MSGT Riley Black
146th Tactical Airlift Wing
Air National Guard, Van Nuys
8030 Balboa Boulevard
Van Nuys, California 91409

Dear MSGT Black:

It is my understanding that the Air National Guard 146th Tactical Airlift Wing will be moving their operation from the Van Nuys Airport to another site in the near future.

I have been informed that there are three sites which the Air National Guard is considering, Point Mugu, Norton Air Force Base, and Air Force Plant 42.

I am requesting that Air Force Plant 42 be given every consideration for your operations relocation, as I feel the Air National Guard could be an asset to the citizens of the Antelope Valley.

As you are aware, the proposed Palmdale International Airport could very soon become a reality; I hope you have taken into consideration the compatibility of both operations with reference to air space use.

If you should have any comments or questions regarding this letter, please contact my deputy in the Antelope Valley, Sherry Foote, at (805) 945-6491.

Sincerely,

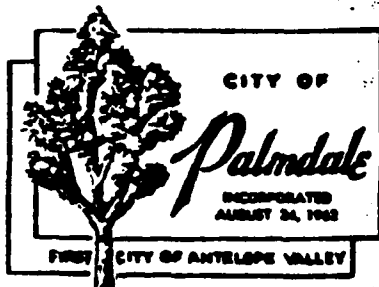

MICHAEL D. ANTONOVICH
Supervisor, Fifth District

MDA:mh

RECEIVED

SEP 13 1984

PRC - P & D



CITY OF PALMDALE

Janis C. Bales
MAYOR

Alfred L. Beasley
VICE-MAYOR

Tracy R. Bibb
COUNCILMAN

Wm. J. "Pete" Knight
COUNCILMAN

Earl F. Sherburn
COUNCILMAN

September 7, 1984

MSGT Riley Black
146th Tactical Airlift Wing
Air National Guard, Van Nuys
8030 Balboa Blvd.
Van Nuys, Calif. 91409

Dear MSGT Black:

It has come to my attention that the Air National Guard 146th Airlift Wing in Van Nuys will soon be moving its operation.

Included among future site possibilities, I understand, is Air Force Plant 42 in Palmdale.

I feel it would be mutually beneficial if Plant 42 were chosen as the future home of the 146th Airlift Wing. Palmdale and the entire Antelope Valley provide a great place to live and work, and the Air National Guard could certainly be a benefit to the people of this area.

If you would like to discuss this subject or if you have any questions, please don't hesitate to contact me or the staff at City Hall, (805) 273-3162.

Sincerely,

Janis C. Bales
Janis C. Bales, Mayor
City of Palmdale

RECEIVED

SEP 14 1984

PRC - P & D

September 12, 1984

Lt. Col. Walter Clabuesch
146th Tactical Airlift Wing
Air National Guard
8030 Balboa Blvd.
Van Nuys, CA 91409

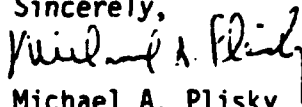
Dear Colonel Clabuesch:

Thank you for providing our Board of Directors with the needed information and background that enabled us to take positive action favoring the proposed relocation of the 146th Tactical Airlift Wing to Pt. Mugu Naval Air Station.

As you and Captain Crumrine may recall, the vote of the Board of Directors of the Oxnard Area Chamber of Commerce favoring this action was unanimous. We look forward to assisting you and your staff in any way we can throughout the Public Hearings on the EIR and EIS, and finally in facilitating your relocation to NAS Pt. Mugu. We believe strongly that you and your unit will have a very beneficial effect upon the economy of this area without undo impacts upon the housing and other resources of Ventura County.

Enclosed is a copy of a News Release that has been distributed to all media in this area. Please feel free to use it to your best advantage.

If we can be of any further assistance, do not hesitate to call on us.

Sincerely,

Michael A. Plisky
President

TAS/bkf

Enclosure

cc: MSGT Riley Black
Ms. Sylvia M. Salenius ✓
Mr. Jack Stewart



Oxnard Chamber of Commerce

228 S. "A" St. Oxnard, Calif.

For more information phone: (805) 487-6300

September 11, 1984

CHAMBER ENDORSES AIR GUARD MOVE TO PT. MUGU

Citing the positive impact on the local economy and the need to maintain the Air National Guard in a "ready" position, the Oxnard Area Chamber of Commerce by action of its Board of Directors last Monday (September 10) has come out in support of the relocation of the 146th Tactical Airlift Wing, Air National Guard from Van Nuys Airport to Pt. Mugu Naval Air Station near Oxnard.

The action was taken following a presentation by Lt. Col. Walter Clabuesch and Capt. Boyd Crumrine of the Air National Guard unit.

During the presentation and questioning that followed it was brought out that of the 340 full-time personnel and 1100 part-time, primarily weekend personnel, over 85 percent currently reside within a fifty mile radius of Pt. Mugu. Therefore, a move to Pt. Mugu would not have a strongly adverse effect on local housing but would prevent undue hardship on the personnel that would be required by either personnel relocation or long commuting distances should an alternate location be selected. In fact, both Clabuesch and Crumrine are residents of Ventura County.

The pending expiration of the current Air National Guard lease at Van Nuys in 1985, coupled with high volume of light general aviation traffic and the inability of physically separating the Air National Guard operations

NEWS RELEASE
September 11, 1984

from the rest of that airport has resulted in the 146th Tactical Airlift Wing, which currently flies C-130 turbo-prop transport aircraft, seriously considering a relocation to either Pt. Mugu, Air Force Plant #42 in Palmdale or Norton Air Force Base in San Bernadino.

Both a full Environmental Impact Report (EIR) as required by the California Environmental Quality Act (CSQA) and an Environmental Impact Statement required by the National Environmental Policy Act, are currently being prepared and public hearings will be conducted prior to any final decision being made, Col. Clabuesch said.



Homeowners of Encino

RECEIVED

SEP 17 1984

PRC - P & D

"Serving the homeowners of Encino"

GERALD A. SILVER
President

P.O. Box 453
Encino, CA 91426
Phone (213) 990-2757

W. Fred Clabuesch, Lt. Colonel, CA Ang
Air National Guard
Headquarters 146th Tactical Airlift Wing
Van Nuys, Ca. 91409

RE: RELOCATION OF ANG and
SCOPING MEETINGS

Dear Col. Clabuesch:

Our organization would like to take an active role in participating in Scoping meetings regarding the ANG. Our position is that we would like to see the guard relocate from its present Van Nuys airport location. Your present fleet of aircraft generates noise and we believe safety problems.

We would not, however want to see the LADOA replace your operation with other fixed base operators who would also generate noise. Our recommendation is that the space be converted to a golf course, tennis courts, or a public park. Since the Van Nuys Airport will be out of compliance with the 1985 - 65 CNEL contour, the removal of the guard, and the substitution of non-aircraft related usage of the facilities, such as a park, etc. would be in the public's best interest.

We are also dismayed to discover that you held a Scoping meeting on Aug. 16, 1984, where we and other homeowners organizations were not invited, not given adequate notice. Be advised that FAA Order 1050.1C concerning Environment Impacts states that "Citizen involvement, where appropriate, should be initiated at the earliest practical time and continue throughout the development of the proposed project in order to obtain meaningful input." In our opinion, your Scoping meeting was inadequately noticed.

We must therefore ask that another Scoping meeting be held on this matter and that adequate notice be given to homeowners groups. The absence of persons at your last meeting effectively invalidates the previous Scoping session. You may wish to contact Jim Norville, airport manager, for a list of concerned community organizations.

Cordially yours,

Gerald A. Silver

CC: LADOA

DESCRIPTION OF THE SCOPING PROCESS

FAA Order 1050.1C "Policies and Procedures for Considering Environmental Impacts" states that "Citizen involvement, where appropriate, should be initiated at the earliest practical time and continued throughout the development of the proposed project in order to obtain meaningful input." It also provides that "A summary of citizen involvement and the environmental issues raised shall be documented where practicable in the EIS." In compliance with these requirements, the following information is provided:

HOMESWEETERS OF ENCINO
P O Box 453
Encino, CA 91426



W. FRED CLABUESCH, LT. COL. CA ANG
Air National Guard
Headq. 146th Tactical Airlift
Van Nuys, Ca. 91409



Ban Airport Noise



PO BOX #3184
Van Nuys, Ca. 91

Dear Mr. Black:

As an organization concerned with the reduction and control of airport related noise we were disturbed when an article that appeared in the valley section of the LA Times dated August 19th stated that the Air National Guard based at Van Nuys Airport was seeking public input regarding the proposed move from that airport to alternate sites. One of these sites Point Mugu Naval Base near Camarillo brought protests from the city of Camarillo at a hearing held at that city. The article also stated that a hearing would be held in the Van Nuys Airport area. However the proposed meeting had already held in Reseda on August 16th. This meeting was attended according to a reliable source, by only two private citizens (part of a group from Camarillo) and a member of the press.

This meeting was considered important enough to fly in military personnel from out of state. In a call to your offices of the National Guard a Colonel Clevesch stated that three announcements were run in the local newspapers (one for each of the proposed sites) and that the notice of the Reseda hearing appeared 7 days prior to the meeting. Also it was verified that only two members of the lay public attended. These "scoping" hearings were considered a formality by the Guard spokesman and considered one advance notice adequate.

Our problem with these events are:

1. No notices were run in the local area newspapers and no TV or radio coverage was given.
2. Although considered important enough to fly in military personnel, the area citizens were given scant notice and no homeowner's groups were given advance notice.

In our opinion this matter must be given wider publicity. The valley residents who have endured the operations of the Guard for many years should be thoroughly informed through open public hearings with advance notice given to the area homeowners groups of the intent of the Guard so as to elicit the opinion of those who are most directly impacted. Although it is understood that most of the area governmental agencies were notified, little emphasis was given to the public at large.

BAN strongly suggests that the National Guard make a more positive and direct approach to the citizens in the area of the airport and hold additional meetings at a time and place that would insure a representative response.

The removal of the 146th Tactical Airlift Wing from Van Nuys airport would be a blessing to the area residents as well as a means for the Department of Airports to be compliant with the future requirements of CEQA. We further suggest that the vacated property be utilized for quieter enterprises such as light industrial or commercial excluding those that would add more hangars or aircraft.

Respectfully,

cc: Anthony C. Beilenson
Howard Berman
Bobbie Fiedler
Alan Robbins
Tom Bane
Ernani Bernardi
Joy Picus

Michael L. Mack

Vice Pres. Ban Airport Noise

List of Van Nuys Airport area Homeowner's Associations.

1. Ban Airport Noise
P.O. Box 3184
Van Nuys, California, 91407
2. Homeowner's of Encino
P.O. Box 2008
Encino, California, 91426
3. Encino Property Owner's Association
P.O. Box 425
Encino, California, 91316
4. Sherman Oaks Homeowners
P.O. Box 5223
Sherman Oaks, California, 91413
5. Sun Valley Homeowner's
P.O. Box 1303
Sun Valley, California, 91352
6. Canyon and Hillside Federation
16611 Park Lane Circle
Los Angeles, California, 90049
7. North Hollywood Homeowner's
P.O. Box 4052
North Hollywood, California, 91607
8. Tarzana Property Owners
P.O. Box 112
Tarzana, California, 91356
9. Studio City Residents
P.O. Box 1374
Studio City, California, 91604
10. Van Nuys Homeowner's Association
P.O. Box 3528
Van Nuys, California, 91407
11. Reseda Community Association
P.O. Box 1431
Reseda, California, 91355
12. Sepulveda Homeowner's Association
P.O. Box 2008
Sepulveda, California, 91343

RECEIVED

NOV 15 1984

PRC - P & D

Gene C. Kjellberg
169 Appletree Avenue
Camarillo, California 93010
November 13, 1984

Mr. Ray Lucasey
Public Affairs Office
Pacific Missile Test Center, Naval Air Station Pt. Mugu
Code 0050
Pt. Mugu, California 93042

Dear Mr. Lucasey:

SUBJECT: POTENTIAL RELOCATION OF THE AIR NATIONAL GUARD'S 146th TACTICAL
AIRLIFT WING

This letter is in response to several recent newspaper articles describing the potential relocation of the Air National Guard's 146th Tactical Airlift Wing (Van Nuy's Airport) to the Pt. Mugu Naval Air Station. Although this relocation, based on my understanding, is only a proposal at this time, I am concerned that such a move to Pt. Mugu is even being considered and wish to state my reasons for opposing the relocation proposal.

I am a resident of the City of Camarillo and reside in the Woodside Greens neighborhood located near the Ventura Freeway/Pleasant Valley Road interchange. Currently our neighborhood is significantly impacted by jet and propeller aircraft noise originating from Pt. Mugu. Prior to our recent home purchase, I was aware of some potential aircraft noise impacting this portion of the County. This information was outlined in the 1977 Pacific Missile Test Center Pt. Mugu Air Installation Compatible Use Zone (AICUZ) study and in the City of Camarillo's real estate disclosure statement. I was not prepared, however, for the excessive number of flights, the intensity of jet fighter noise, nor your pilots apparent disregard for following prescribed flight paths and respecting minimum prescribed altitudes during approaches that were noted in the AICUZ study. In addition, I was not informed of any major change in the level of operations at your air base prior to our home purchase. I consider the addition of the Air National Guard unit a major escalation in flight operations and based on my understanding, has nothing to do with Pt. Mugu carrying out its primary mission (i.e., support facility for the Vandenberg Air Force Base and Pacific Missile Test Center).

I am a professional land use planner with the County of Ventura and my primary responsibilities include the preparation of major updates to the County's General Plan (including the Land Use Element and the Noise Element). During the last thirteen years, I have had sufficient experience in planning for and thus attempting to minimize land use conflicts between incompatible land uses (e.g., military air bases with their attendant noise and safety problems and noise sensitive uses such as residential neighborhood). I raise this point not because my opinions necessarily reflect the County of Ventura's official position on this issue but because my concerns with this relocation goes beyond that of a concerned Camarillo resident.

During a six year tenure with the County of Orange Planning Department, I worked on numerous general plan amendments involving the El Toro Marine Corp Air Station (ETMAS) and its relationship to the urbanizing South Orange County area. I see many similarities involving land use/environmental conflicts experienced by El Toro and problems associated with your air base and its flight operations. At numerous public hearings before the Orange County Board of Supervisors involving existing and potential land use/noise conflicts, the ETMAS personnel argued that their facility was in existence before the south Orange County urbanization and that a prohibition of residential and other noise sensitive uses under their flight paths was necessary in order to minimize future problems and litigation. The Board of Supervisors eventually amended the County's Land Use Element and Noise Element which mandated that all new residential construction be excluded from lands affected by 65 Community Noise Equivalent Level (CNEL) impacts emanating from the ETMAS, Orange County Airport, freeways, etc. Although this 1979 decision alleviated some problems between El Toro's operations and the population growth in south Orange County, it by no means eliminated the safety/noise/residential land use conflicts. Although ETMAS personnel would undoubtedly dispute the following position, I am convinced that it is only a matter of time until the El Toro air base is forced to relocate to a more remote location (e.g., Camp Pendleton). I base my opinion on the increasing contact with urban uses encroaching on El Toro and the resultant political pressures that will eventually force the relocation.

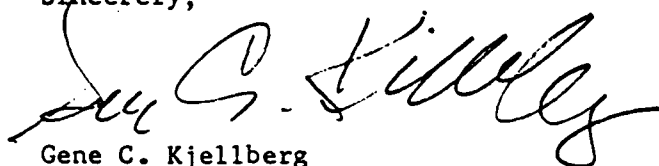
I brought up the situation in Orange County because it typifies the inherent problems of a large military air installation located in a rapidly urbanizing county. It should be noted that El Toro's land use/noise/safety problems became more acute even though their level of operations did not escalate significantly and their pilots generally followed their prescribed AICUZ flight paths. It seems to me that Pt. Mugu, while admittedly located in a somewhat more remote section of Southern California, is subject to equally significant urbanization pressures. Ventura County's 1982 population was 552,000 persons which is expected to increase by 260,000 persons, or to a projected population of 812,000 persons, by the year 2000. A significant portion of the County's growth will occur in the Camarillo/Oxnard geographic areas (i.e., their existing 1982 populations of 38,214 and 108,401 (respectively) is projected to grow to approximately 87,000 persons and 193,000 persons (respectively) by the year 2000). Although much of this growth will be channeled into existing City "spheres of influence" (i.e., those areas served by existing and funded urban services), development pressures will further erode existing agricultural/open space lands in the Oxnard plain. I am citing these growth figures because I feel it is important for decision makers in the Department of Defense and the California Air National Guard to realize that Ventura County, while still dependent on an agricultural economic base, is a rapidly urbanizing County and will continue to experience these growth pressures into the next century. Inevitably these growth trends will increasingly impact upon your air base's operations and the resultant political pressures may eventually force a relocation of Pt. Mugu to a more remote location. I believe this scenario is inevitable even though I personally and professionally would prefer to see agricultural operations in the Oxnard plain remain as an economically viable and permanent use of the land.

Page three

Given these facts, I find it difficult to understand why the Department of Defense would even consider expanding flight operations with the relocation of the Air National Guard unit. It seems to me that you already have a public relations problem with adjoining cities and communities such as Camarillo. This problem involves resident complaints concerning noise impacts and safety considerations related to your base's current level of operations and is further amplified by your pilots ignorance of or disregard for following prescribed flight paths and maintaining accepted minimum altitude during their approach to the Pt. Mugu facility. Why compound your public relations problems and add fuel to detractor's arguments that Pt. Mugu should move to another location due to increasing land use/noise/safety conflicts in this urbanizing area?

For the reasons cited above, I urge you to reconsider the relocation of the 146th Tactical Airlift Wing to Pt. Mugu. In my opinion, such a move would seriously erode the public's image of Pt. Mugu as a necessary military facility in the south coast region and the additional noise and safety impacts would adversely affect existing and future residents of south central Ventura County. I request that you provide a written response to the points raised in this letter. I primarily am interested in, 1) the status of the Air National Guard's potential relocation, 2) why your pilots continue to disregard the AICUZ approach paths, 3) why do your pilots frequently fly at lower altitudes than those noted in the AICUZ study, and 4) when will the draft environmental impact statement being prepared for the Air National Guard's potential relocation be available for review?

Sincerely,



Gene C. Kjellberg

cc: Captain Michael Ritz, Public Affairs Office, 146th Tactical Airlift Wing
Colonel Claybues, Base Civil Engineer, 146th Tactical Airlift Wing
Congresswoman Bobbi Fiedler, 21st Congressional District
Supervisor Ed Jones, 2nd Supervisorial District
Supervisor Maggie Ericksen, 3rd Supervisorial District
Mayor Bill Estey, City of Camarillo
Councilman Mike Morgan, City of Camarillo
City Manager Tom Oglesby, City of Camarillo
PRC Engineering Inc., Attn: Sylvia Salinas

APPENDIX III
146TH TAW RELOCATION SURVEY FORM

146TH TAU RELOCATION SURVEY

1. Introduction

The Air National Guard is currently conducting an Environmental Impact Assessment of the potential relocation of the 146th TAU from Van Nuys to one of three possible locations: NAS Point Mugu, Air Force Plant #42 at Palmdale, or Norton Air Force Base. As a part of that effort, this questionnaire is being administered to assist the Air Guard in determining what effect such a move might have on current personnel located at the Van Nuys base. The survey should take approximately five minutes to complete. All responses will be held in strict confidence. Your cooperation is appreciated.

Please circle the appropriate response.

II. Background Information

1. Current Rank

Col. _____ 1
Lt. Col. _____ 2
Major _____ 3
Capt. _____ 4
Lt. _____ 5
2nd Lt. _____ 6
CM Sgt. _____ 7
SM Sgt. _____ 8
M Sgt. _____ 9
T Sgt. _____ 10
S Sgt. _____ 11
Sgt. _____ 12
Sr Amn. _____ 13
A1C. _____ 14
Amn. _____ 15

2. Are you?

Air Technician or AGR _____ 1
Weekend Guardsman _____ 2

3. Which category best describes your age?

18-24 _____ 1
25-34 _____ 2
35-44 _____ 3
45-54 _____ 4
55 or more _____ 5

4. Are you?

male _____ 1
female _____ 2

5. How long have you served with the 146th TAU?

1 year or less _____ 1
1-3 years _____ 2
4-6 years _____ 3
7-10 years _____ 4
11-15 years _____ 5
16-20 _____ 6
21 years or more _____ 7

6. How many children under the age of eighteen are currently living in your household?

none _____ 1
one _____ 2
two _____ 3
three _____ 5
four _____ 6
five or more _____ 7

7. Do you currently own your own home?

Yes _____ 1
No _____ 2

If yes, answer question 8. If no, answer question 9.

8. What category best describes your monthly mortgage payment?

\$100-200 _____ 1
\$200-300 _____ 2
\$300-400 _____ 3
\$400-500 _____ 4
\$500-600 _____ 5
\$600-700 _____ 6
\$700-800 _____ 7
\$800-900 _____ 8
\$900-1000 _____ 9
\$1000 or more _____ 10

9. What category best describes your monthly rent or lease?

\$100-200 _____ 1
\$200-300 _____ 2
\$300-400 _____ 3
\$400-500 _____ 4
\$500-600 _____ 5
\$600-700 _____ 6
\$700-800 _____ 7
\$800-900 _____ 8
\$900-1000 _____ 9
\$1000 or more _____ 10

10. How many bedrooms are in your current home?

one _____ 1
two _____ 2
three _____ 3
four _____ 4
five or more _____ 5

11. Do you patronize the Base Exchange (BX)?

Yes _____ 1
No _____ 2

If yes, answer question 12 also. If no, go to question 13.

12. On the average, how much do you spend at the BX each month?

\$ _____

13. Other than the BX, do you currently shop, buy meals, or purchase any goods or services in the Van Nuys area?

yes _____ 1
(ANSWER QUESTIONS 14 AND 15)

no _____ 2
(GO TO QUESTION 16)

14. Which of the following items do you regularly spend money on in Van Nuys? (Circle all that apply)

meals _____ 1
groceries _____ 2
entertainment _____ 3
recreation _____ 4
hotels/motels _____ 5
gas/auto related _____ 6
clothing _____ 7
drug/sundries _____ 8
other(specify) _____ 9

15. On the average how much do you spend on the following items in a given month while in Van Nuys? Please enter a dollar mount in the appropriate space.

meals \$ _____
groceries \$ _____
entertainment \$ _____
recreation \$ _____
hotels/motels \$ _____
gas/auto \$ _____
clothing \$ _____
drug/sundries \$ _____
other(specify) _____

16. If the 146th TAU relocated to NAS Point Mugu, and you were eligible for some form of relocation benefits, which of the following would you most likely do?

- a. commute from existing residence _____ 1
- b. relocate _____ 2
- c. retire _____ 3
- d. quit _____ 4
- e. seek a transfer _____ 5

17. If the 146th TAU relocated to Air Force Plant #42 at Palmdale, and you were eligible for some form of relocation benefits, which of the following would you most likely do?

- a. commute from existing residence _____ 1
- b. relocate _____ 2
- c. retire _____ 3
- d. quit _____ 4
- e. seek a transfer _____ 5

18. If the 146th TAU relocated to Norton Air Force Base, and you were eligible for some form of relocation benefits, which of the following would you most likely do?

- a. commute from existing residence _____ 1
- b. relocate _____ 2
- c. retire _____ 3
- d. quit _____ 4
- e. seek a transfer _____ 5

19. What is your zip code? _____

20. What is the average driving time from your home to Van Nuys?

weekday _____ minutes
weekend _____ minutes

21. Which category best describes your household's total annual income (before taxes)?

- \$5,000-9,999 _____ 1
- \$10,000-17,999 _____ 2
- \$18,000-24,999 _____ 3
- \$25,000-34,999 _____ 4
- \$35,000-44,999 _____ 5
- \$45,000-54,999 _____ 6
- \$55,000 or more _____ 7

THANK YOU FOR YOUR COOPERATION

APPENDIX IV
CULTURAL RESOURCES REPORT

**VAN NUYS AIR NATIONAL GUARD RELOCATION STUDY
AIR FORCE PLANT #42,
PALMDALE NAVAL AIR STATION, POINT MUGU
NORTON AIR FORCE BASE**

Prepared For:

**PRC ENGINEERING
972 Town & Country Road
Orange, California 92667
(714) 835-4447
Attention: Sylvia Salenius**

Prepared By:

**SCIENTIFIC RESOURCE SURVEYS, INC.
5232 Bolsa Avenue, Suite 5
Huntington Beach, CA 92647
(714) 897-7877**

Principal Author: Paige Talley

**SRS Job #688
EIS PRC Job #214-500-00**



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ABSTRACT

Archaeological reconnaissances were conducted on two of three proposed land additions for military bases in consideration for the relocation of the Van Nuys Air National Guard Base. The third military air base, Norton Air Force Base, required only a literature search. The archaeological records searches and on-foot surveys of proposed additions to the Naval Air Station Point Mugu and Palmdale Air Force Plant #42 showed that there are no cultural resources on these properties. The records search for the parcel at Norton Air Force Base demonstrates that there are no recorded archaeological sites within or adjacent to the subject property. A review of the historic maps for the project locations reveals that there are no historic structures located within the property boundaries. However, the historic maps illustrate that for the Norton Air Force Base property and the Naval Air Station Point Mugu property historic structures existed adjacent to the property boundaries. These structures are not indicated on the contemporary maps.

INTRODUCTION

The following report is submitted at the request of Sylvia Salenius of PRC Engineering. The scope of work included an archaeological records search and historical overview for three parcels of land being considered as sites for the proposed relocation of the Air National Guard unit currently located at Van Nuys, California. The three parcels of land are in or adjacent to Naval Air Station, Point Mugu; Norton Air Force Base; and Air Force Plant #42, Palmdale. All of these sites are located in Southern California. In addition to the records search and historic overview, a field survey was carried out at the Point Mugu and Palmdale properties. The Norton Air Force Base property was not surveyed since it has been extensively developed and paved over. Since federal funds are involved, the records, literature, and field surveys were carried out in order to identify sites or properties potentially eligible for the National Register of Historic Places.

PROJECT LOCATIONS AND DESCRIPTIONS

PALMDALE AIR FORCE PLANT #42

This proposed addition of 280 acres is located adjacent to the west side of the Palmdale Air Force Plant #42 in Los Angeles County (Figures 1 and 2.) The subject property is relatively flat, reaching an elevation of 2500 feet above sea level. The plant community is Joshua Tree Woodland with Mormon Tea (Ephedra sp.), Cholla (Opuntia sp.), Creosote-bush (Larrea Divaricata), Red Brome (Bromus rubens), Desert Stipa (Stipa speciosa), and Turkey Mullein (Eremocarpus Setigerus) as an understory.

NAVAL AIR STATION POINT MUGU

This proposed addition of approximately 240 acres is located south of Hueneme Road, north of the Pacific Missile Range, and west of Highway 1 in Ventura County (Figures 3 and 4). The project area is nearly flat as a result of crop harvesting. The entire subject property has been disturbed as a result of crop cultivation and swamp drainage. While no native vegetation exists, there are cultivated fields of lima beans and tomatoes. The elevation of the project area averages ten feet above sea level.

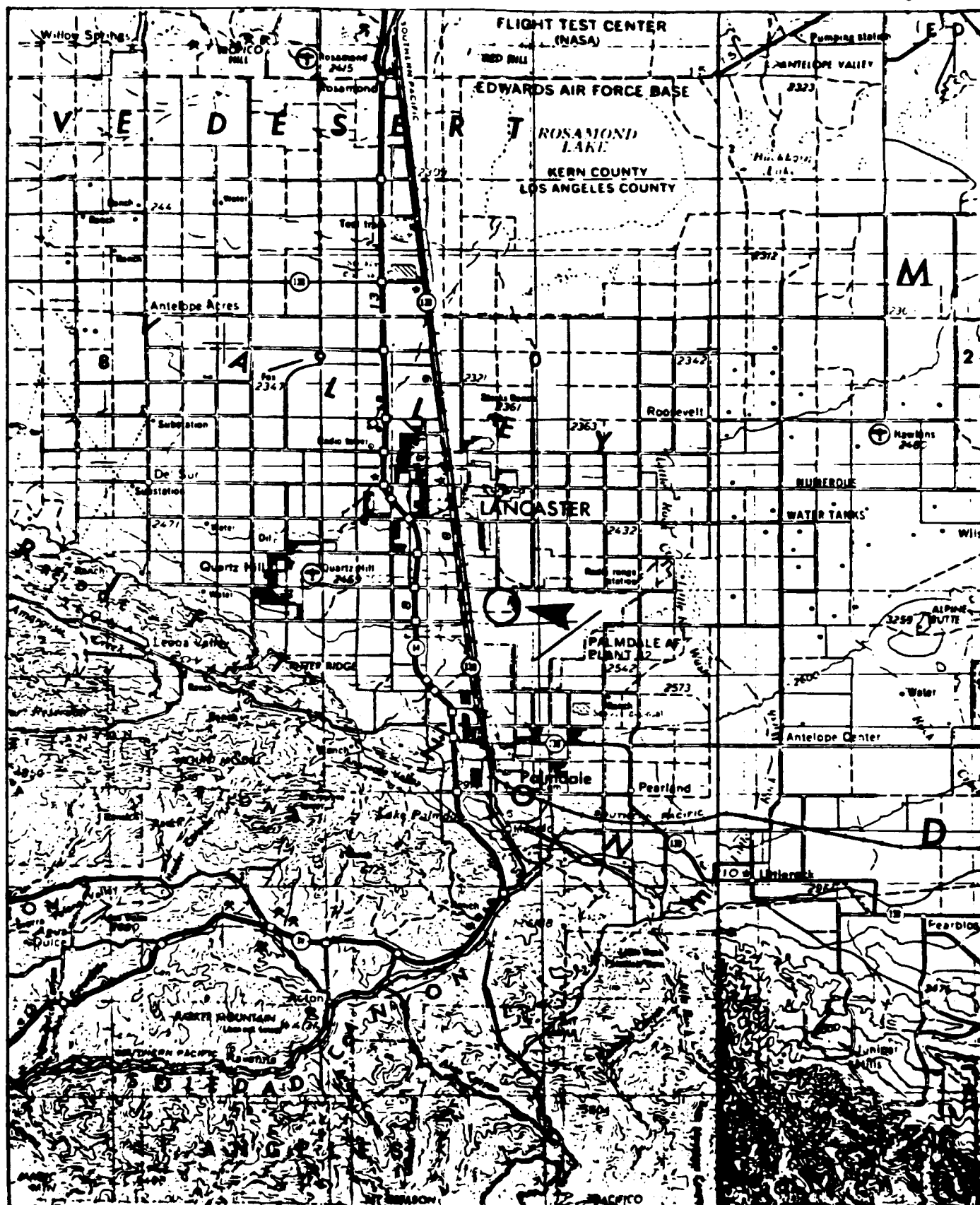


Figure 1. General Location of Project Area, Near Palmdale Air Force Plant #42. From USGS Los Angeles (1975) and San Bernardino (1969) Quads.

Scale 1:250,000

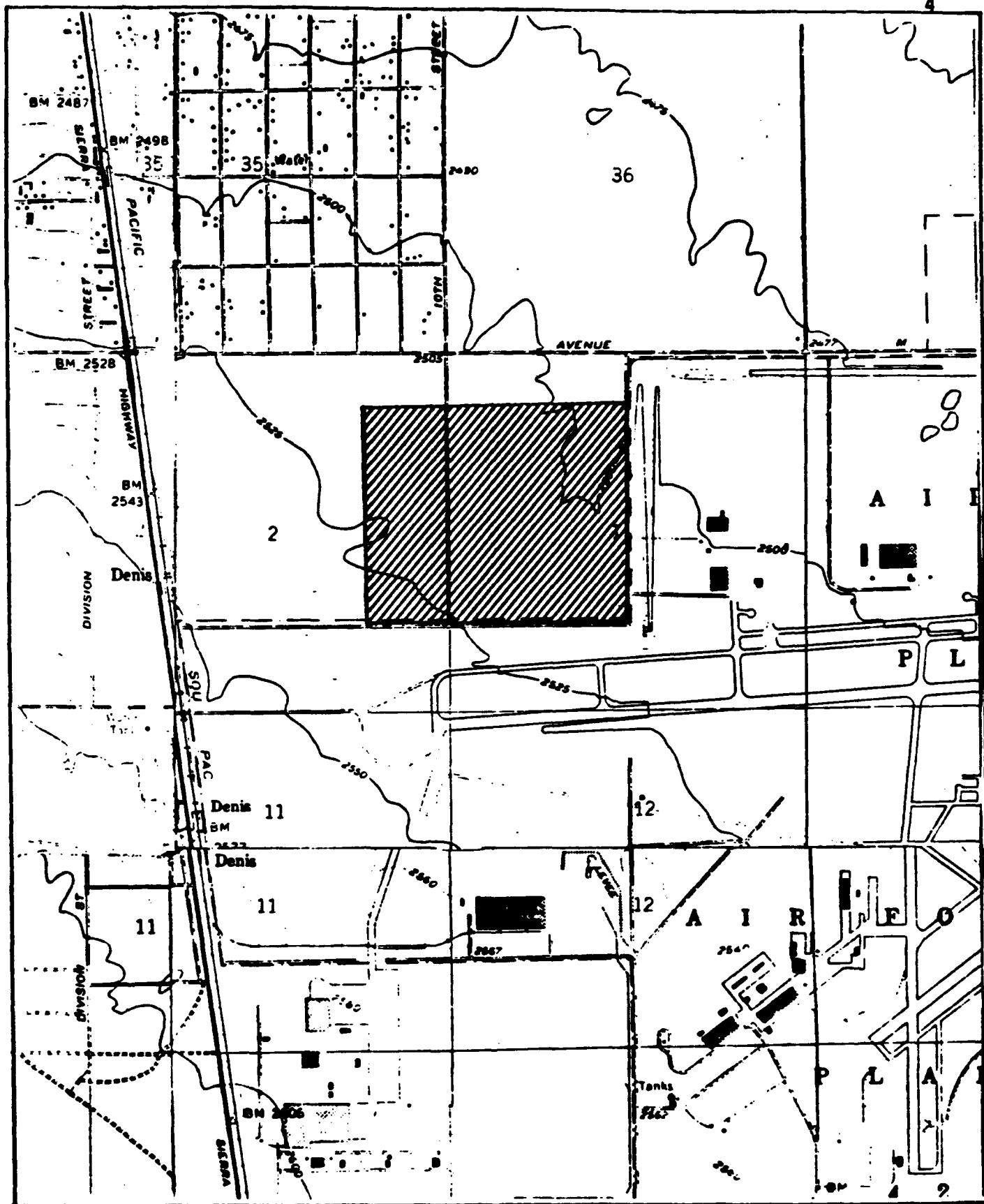


Figure 2. Specific Location of Project Area, Near Palmdale Air Force Plant #42. From USGS Palmdale (1974), Ritter Ridge (1974), Lancaster West (1974) Quads.

Scale 1:24,000

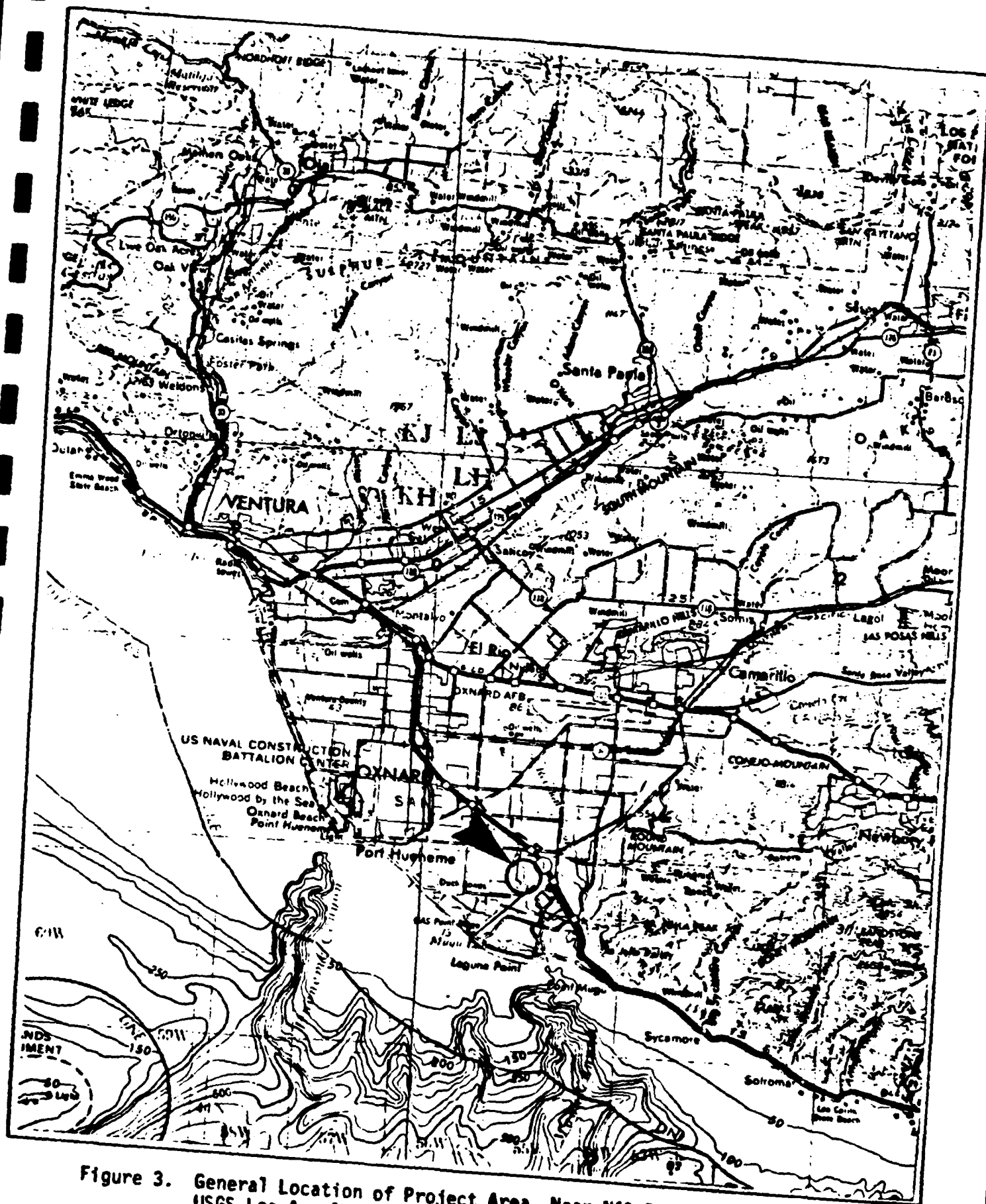


Figure 3. General Location of Project Area, Near NAS Point Mugu. From
USGS Los Angeles (1975) Quad.
Scale 1:250,000

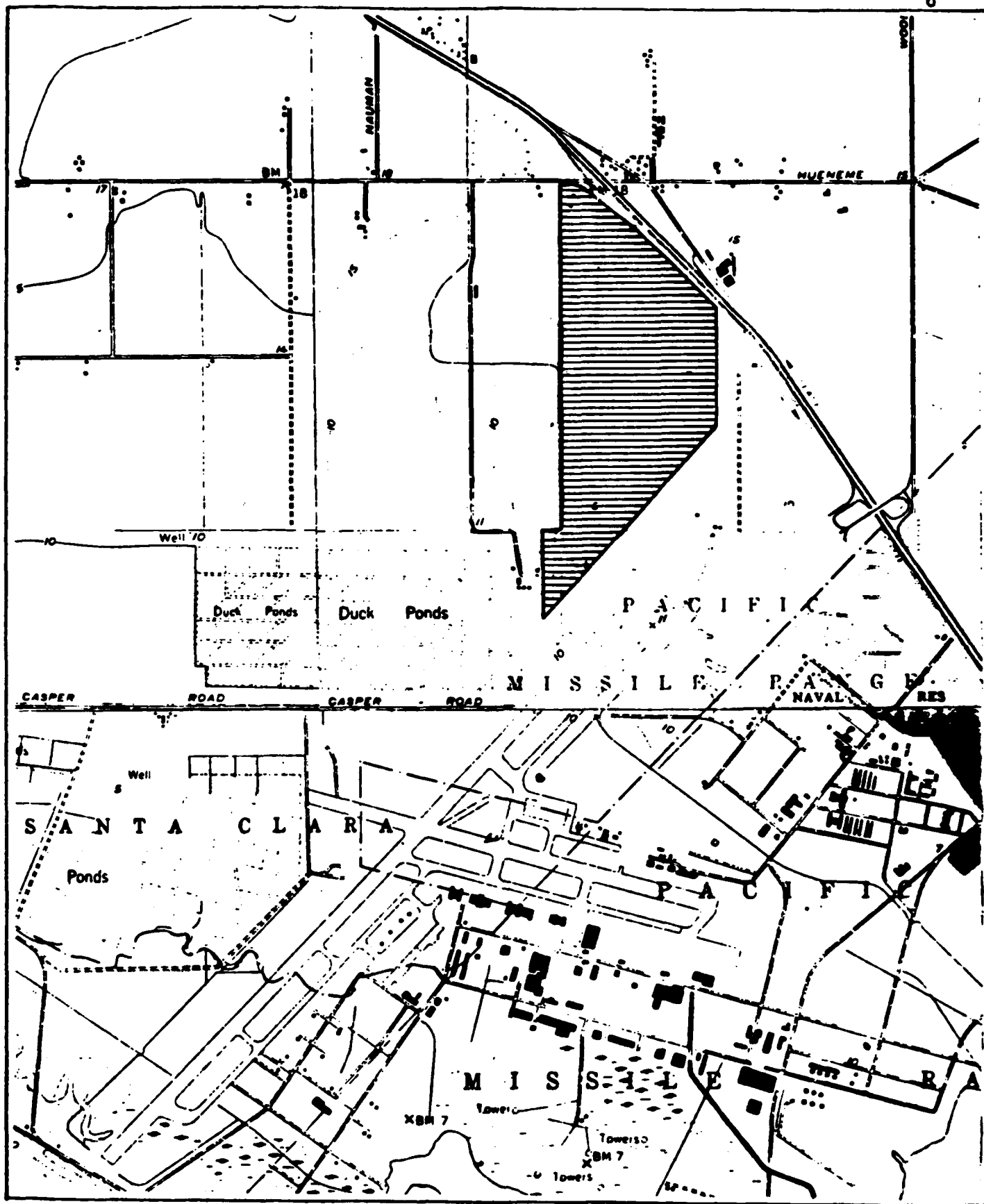


Figure 4. Specific Location of Project Area, Near NAS Point Mugu. From USGS Camarillo (1967), Oxnard (1967), and Point Mugu (1967).

Scale 1:24,000

NORTON AIR FORCE BASE

This subject property approximates 160 acres and is located north of the Norton Air Force Base runway and taxi ways and south of City Creek in San Bernardino County (Figures 5 and 6). The average elevation is 1140 feet above sea level. The entire area is impacted with structures, roads, and concrete aprons for the aircraft taxi ways.

SURVEY METHODS

PALMDALE AIR FORCE PLANT #42

On July 11, 1984, Thomas J. Banks and Jackie Desautels conducted an archaeological reconnaissance of the subject property. On-foot transects were spaced 30 meters apart. The ground visibility was excellent because of the sparse vegetation.

NAVAL AIR STATION POINT MUGU

On July 12, 1984, Thomas J. Banks and Jackie Desautels conducted an archaeological reconnaissance of the subject property. The majority of the project area is under cultivation: lima beans and tomatoes with wind breaks of eucalyptus and cyprus. One area at the extreme southern end of the property was not under cultivation, yet was being disced during the reconnaissance. This area is reclaimed marsh land. One strip of the subject property, near Hueneme Road, is disturbed compact dirt.

Ground visibility was obscured among the tomatoes and more mature lima bean plants. However, this amounted to a strip that is only 30 to 40 cm wide. The major portion of the subject property was surveyed, on foot, in transects spaced 30 to 40 meters apart. There were, however, areas where trees, pipes, and irrigation ditches obstructed survey.

SURVEY RESULTS

No cultural resources were found as a result of the archaeological survey of both properties considered as alternatives for the relocation of the Van Nuys

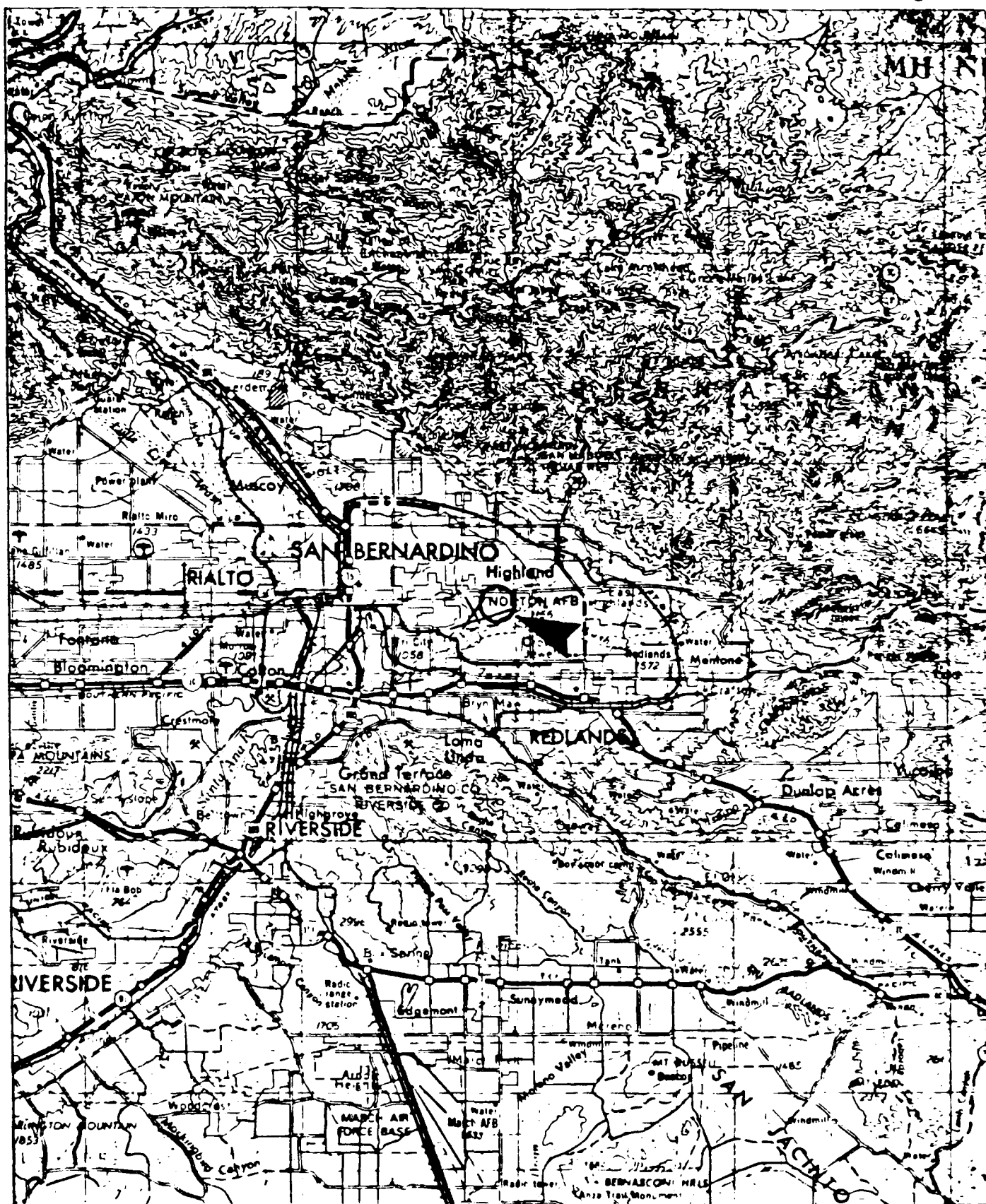


Figure 5. General Location of Project Area, on Norton Air Force Base.
From USGS San Bernardino (1969) and Santa Ana (1979) Quads.

Scale 1:125,000

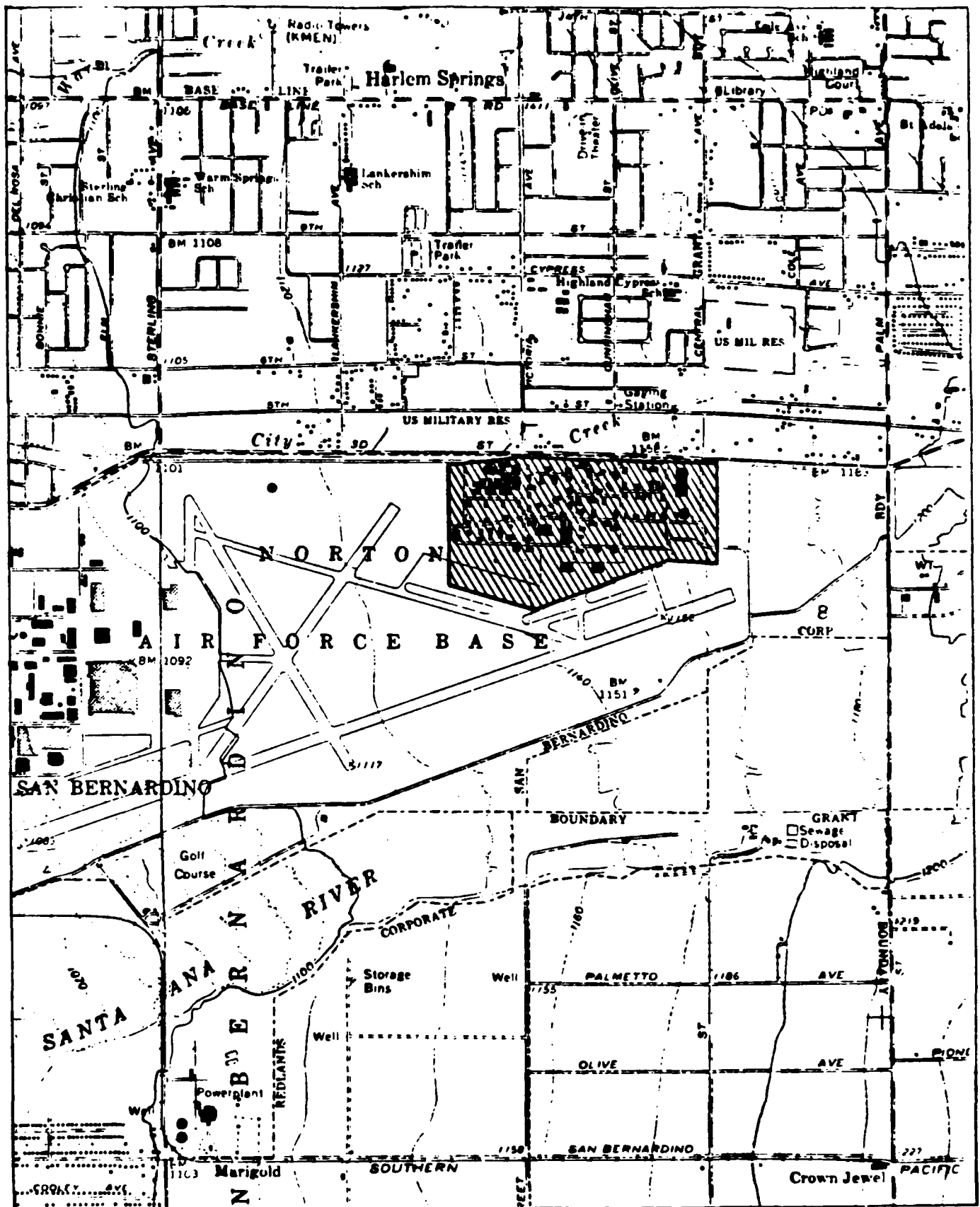


Figure 6. Specific Location of Project Area, on Norton Air Force Base.
From USGS Redlands (1967) Quad.

Scale 1:24,000

National Guard Base. However, a large modern trash scatter that covers a small portion of the proposed addition for the Palmdale Air Force Plant #42. The trash is dated between 1940 and 1950 and consists mostly of tin cans, glass, 50 gallon drums, roofing tar, and bed springs.

RECORD SEARCHES

Archaeological record searches were requested and received from the Institute of Archaeology, University of California at Los Angeles, and the San Bernardino County Museum Association. The record searches for the subject properties and the area within a mile of the Palmdale Air Force Plant #42 and the Norton Air Force Base were negative. Although there are recorded archaeological sites located in close proximity to the Naval Air Station Point Mugu property, there are none within the property boundaries. These sites are described below:

1. Ven-11: This site consists of a shell midden located approximately three miles southeast of the subject property. The site was recorded by B. Frost in 1954.
2. Ven-110: This site consists of a shell midden with associated burials, bowls, and pestles. It is located approximately two miles southeast of the subject property. The site was recorded by McKusick in 1959.
3. Ven-187: This site consists of a cemetery and habitation area. The exact location is undetermined because no maps were included when this site was first recorded by Toney and Huston in 1968. It is believed that the site exists either two miles southeast or two miles southwest of the subject property.
4. Ven-256: This site consists of a cemetery and associated artifacts. It is located approximately one mile south of the subject property. The site was recorded by Barber in 1971.

HISTORICAL RESEARCH

INTRODUCTION

Historical research was conducted in the libraries of the cities of Palmdale and San Bernardino for the Palmdale Air Force Plant #42 and the Norton Air Force Base, respectively. Neither the Palmdale nor the San Bernardino historical societies have documents available to the public at this time. Historical research for the Naval Air Station Point Mugu was conducted at the Oxnard City library and the Ventura County Historical Society.

Nineteenth century and turn of the twentieth century maps were inspected for evidence of historic structures located within the properties proposed for the relocation of the Van Nuys National Guard Base. There is no evidence of historic structures within the subject property of the Palmdale Air Force Plant #42 (Figure 7), the Naval Air Station Point Mugu (Figure 8), and the Norton Air Force Base (Figure 9). However, an 1899 map does show two structures adjacent to what is now the northwest boundary of the Norton Air Force Base. Similarly, a 1904 map illustrates that two historic structures are within 400 feet of the proposed land addition to the Naval Air Station Point Mugu. Another structure is indicated approximately 1000 feet east of the northernmost boundary. The historic structures near both of these air bases no longer exist; however, there may be subsurface evidence of historic occupation (such as trash dumps).

PALMDALE

As early as 1861 the Butterfield stage coach carrying passengers, bullion, and freight from San Bernardino to Bakersfield, stopped in Palmdale (Antelope Valley n.d.). Yet, it was when the railroad was built through the Antelope Valley, in 1876, that people decided to settle in the area to become known as Palmdale (Progress Association n.d.).

Palmdale was settled by German Lutheran colonists sometime between 1884 and 1886 (Cunningham 1964). The mistaken identity of the Joshua trees for palms prompted the settlers to name their new town Palmenthal, later changed to

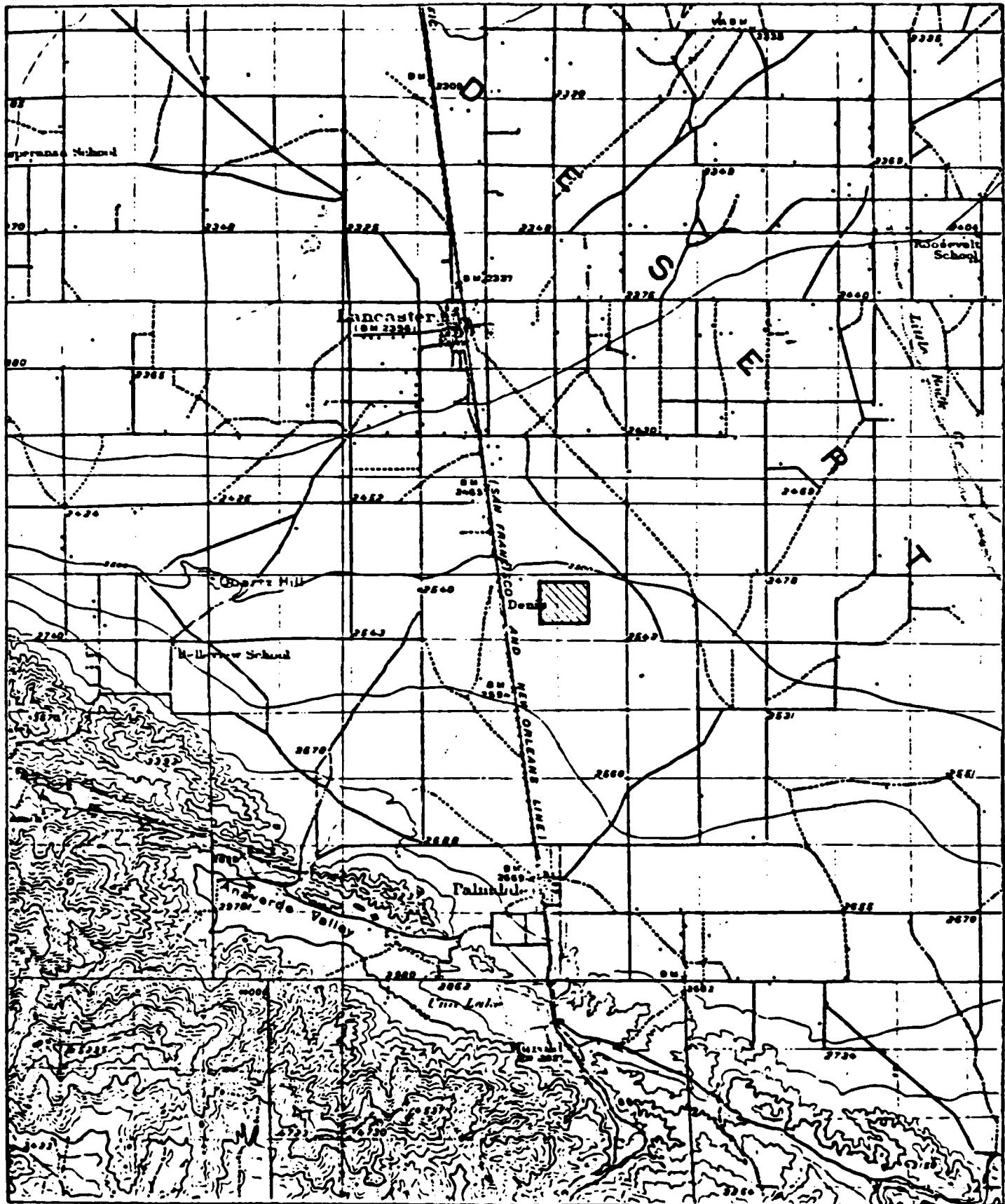


Figure 7. Location of Project Area on Historic Map. From USGS Elizabeth Lake (1917) Quad.

Scale 1:125,000

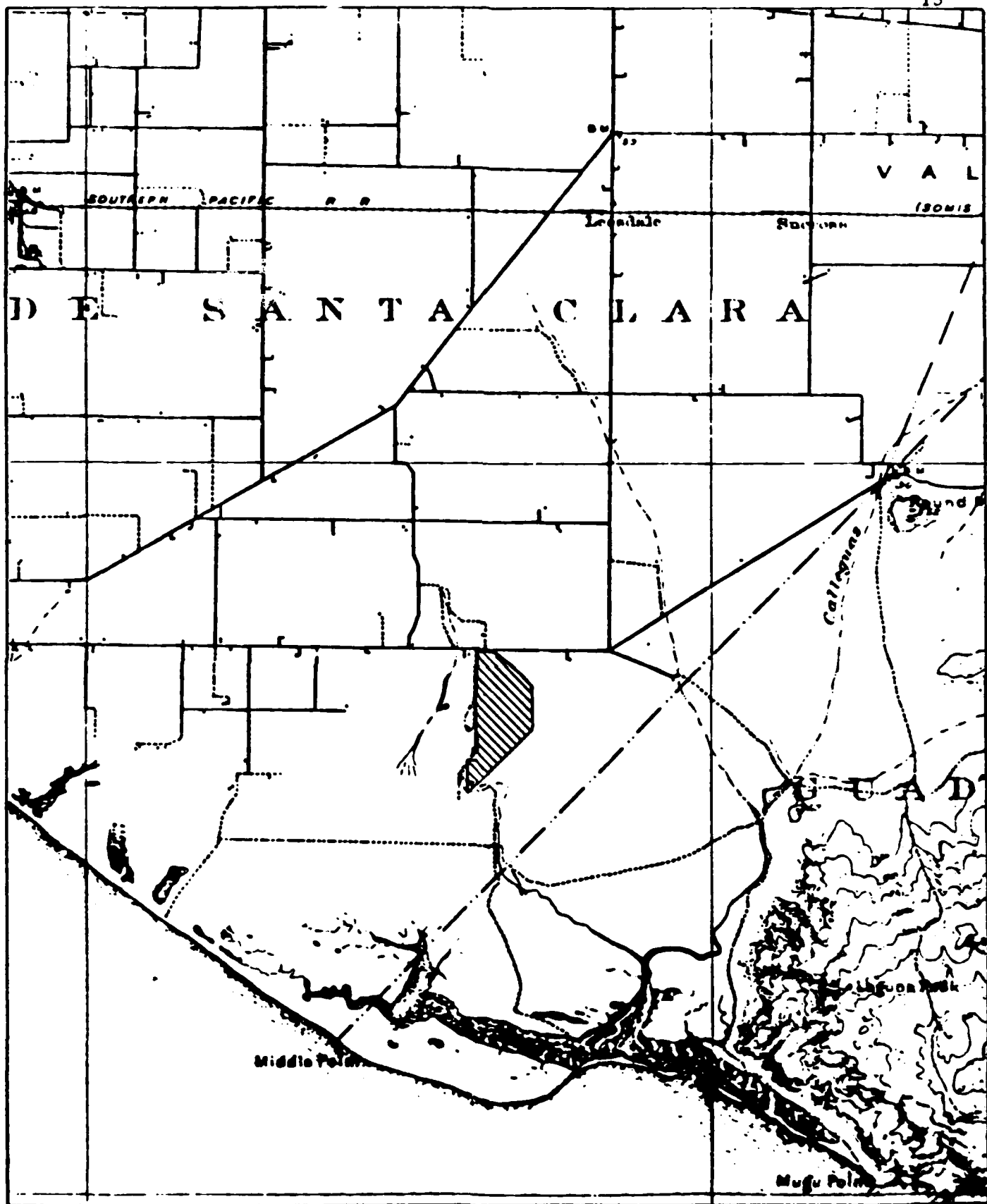


Figure 8. Project Area Plotted on an Historic Map. From USGS Pt. Hueneme (1904, 1911) Quad. Scale 1:62,500

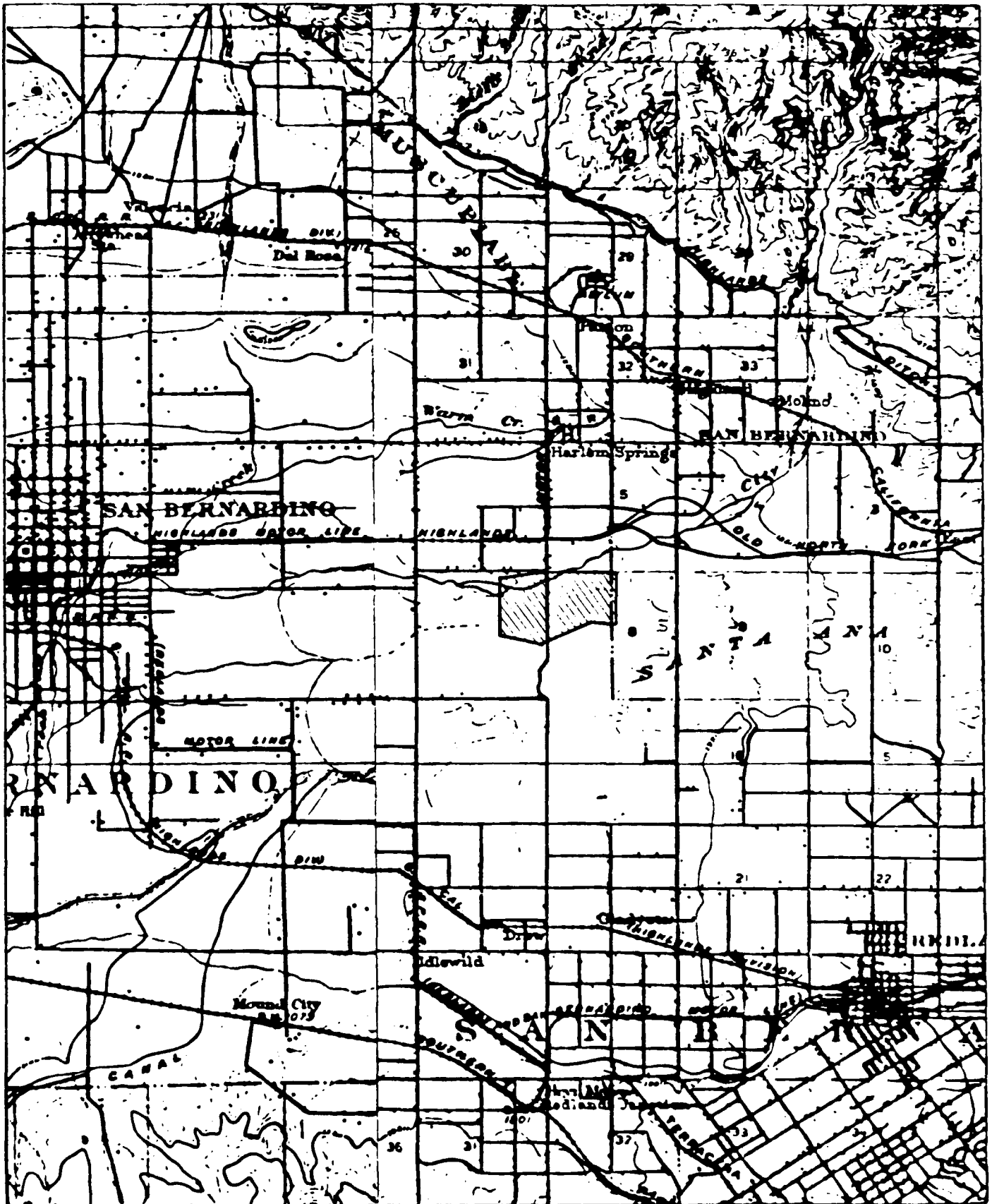


Figure 9. Project Area Plotted on an Historic Map. USGS San Bernardino (1901, 1909) and Redlands (1899) Quads.

Scale 1:62,000

Palmdale (Palmdale Chamber of Commerce 1979). The name of Palmenthal became official when the post office was established on June 17, 1888, in the general store owned by a Mr. Munz. The name was changed to Palmdale in 1890 (Valley Life n.d.).

The German colonists, after surveying the land, constructed the first canal from Littlerock Creek to the "village," using wooden flumes and ditches. Large cisterns were also used to store water. For domestic use of water, wells were dug and windmills were constructed (Valley Life n.d.)

Because of a drought in 1893, a problem with water storage resulted (Palmdale Chamber of Commerce 1979). Consequently, many of the settlers left Palmdale, while the few who remained moved their homes, piece by piece, to the present location of Palmdale, which is approximately two to three miles west of what is now called Old Palmdale. All that remains of Old Palmdale is the cemetery, with German inscriptions on the headstones (Valley Life n.d.).

By 1911 and 1912 Palmdale, along with Lancaster, was actively pursuing grain farming. Between the two towns seven hundred and fifty carloads of grain were shipped out in one year (Progress Association n.d.).

Until the stock market crash of 1929 the small community of Palmdale remained fairly undisturbed. With the depression, however, the Works Progress Administration (WPA) initiated the building of the Palmdale-Littlerock dam and the Palmdale airport (Antelope Valley n.d.). (This county airport is now the location of the Palmdale Air Force Plant #42.)

During World War II, in 1941, the Palmdale county airport was leased to the United States government for \$1.00 per year for the training of cadets (Antelope Valley n.d.). In 1947 the airport was purchased by the county for \$30,000 and an additional four acres were added sometime later. The federal government finally bought the county airport in 1951, at which time aircraft companies such as Lockheed and Northrop located at Plant #42 (Progress Association n.d.).

VENTURA

The name Mugu is the modified word for the Ventureño Chumash village of Muwu, located approximately three to four miles southeast of the Naval Air Station Point Mugu. In fact, many of the names for the cities in Ventura County are taken from the original Chumash village appellations (Grant 1978a).

Chumash aboriginal territory extended from San Luis Obispo in the north to Malibu Canyon on the coast and in the interior to the San Joaquin valley. In addition, the islands of San Miguel, Santa Rosa, Santa Cruz, and Anacapa were occupied by the Chumash (Grant 1978b; Kroeber 1925).

The Point Mugu environs along with Point Hueneme were occupied by the Chumash until the Spaniards established the Mission San Buenaventura, located within the present city of Ventura, in 1771 (Grant 1978b). Spanish colonization of the Chumash promulgated disease among the mission neophytes, so that by the time mission secularization occurred in 1834, nearly four-fifths of the population had died.

Historically, the proposed addition to Naval Air Station Point Mugu was located within the Rancho El Rio de Santa Clara o La Colonia. The rancho was granted in 1837, by Governor Juan B. Alvarado, to eight men and their families. In 1872, the rancho was patented to these original grantees (Robinson 1956).

Although transportation to San Buenaventura was often accomplished by men on horseback and muleback, the most common mode of travel was by sea. In 1868, however, the stagecoach supplanted the sailing vessels and steamers (Robinson 1956). It was not until 1913 that the state highway was constructed over the old route (Sheridan 1926).

When the first postal service was established in San Buenaventura in 1861, delivery of the mail was free. The first postmaster for the city of San Buenaventura used to place the mail in his hat and "begin a round of friendly calls upon those for whom he had letters" (Hobson and Francis 1912:7).

Until 1873, San Buenaventura was included within the boundaries of Santa Barbara County. In celebration of the separation from Santa Barbara, San Buenaventura held "the last great bull fight and dance...a remnant of an ancient custom inherited from Spain" (Hobson and Francis 1912:7).

Commensurate with the founding of Ventura County came the construction of a courthouse, completion of the first wharf, a bank and public library, and the introduction of ice cream (Murphy 1979). In 1887, the Southern Pacific Railroad line was established in San Buenaventura and for convenience the name was shortened to Ventura. When the Post Office also used the abbreviated form, the county soon became known as Ventura (Murphy 1979).

Probably the most remembered citizen of Ventura is Thomas Bard who during his fifty year (1865-1915) residency in the county purchased a major portion of the old rancho lands (including La Colonia). He financially supported many of the businesses in the county and became a State Senator. Thomas Bard was remembered as a generous man who "never foreclosed a mortgage" (Fairbanks 1960:7).

When the La Colonia rancho was acquired as one of the larger Bard holdings there were minor problems with squatters. Although records indicate that nothing serious ever happened between the renters and the squatters, one man was lynched for the murder of another renter with whom he had a boundary dispute (Sheridan 1926).

Between 1914 and 1917 several petroleum companies attempted to drill for oil and gas, but the drilling bits were successively ruined by the gas pressure. Finally, the Associated Oil Company succeeded in recovering approximately 2,000 barrels per day, thus establishing that oil and gas could be obtained with the rotary drill bit and use of hematite and birite with mud fluid (Sheridan 1926).

Perhaps the greatest contribution to the growth and economy of Ventura was the U.S. Naval Construction Battalion, located at the harbor, and the U.S. Naval Air Missile Test Center, established at Point Mugu in 1946 (Robinson 1956; Sheridan 1926).

SAN BERNARDINO

Prehistorically, portions of the San Bernardino area were inhabited by the Serrano Indians who spoke a Takic language that belonged to the greater Uto-Aztecan family (Bean and Smith 1978). Gerald Smith of the San Bernardino County Museum Association said that Jesusa Manuel, a Serrano, was interviewed in the 1930s, and she related that many of her relatives moved to Harlem Springs (located one mile north of the Norton Air Force Base) during the mid-nineteenth century. The move was prompted by the Mormon occupation of San Bernardino which occurred in 1851. There is no recorded archaeological site, however, in the Harlem Springs area.

Similarly, Victory Village, established during World War II and located near the north entrance to the Norton Air Force Base, is reported to have been an archaeological site because surface handstones and millingsstones were observed during the 1940s (personal communication Gerald Smith). This site, however, has not been officially recorded, nor have the artifacts been relocated.

Spanish influence on the Serrano was slight until an asistencia to the San Gabriel Mission was constructed near Redlands in 1819 (Bean and Smith 1978). The site for the asistencia had been selected in 1910 by the Franciscan missionary, Father Dumetz. It was at this time that San Bernardino received its name (Stoebe 1974). The branch establishment of the mission San Gabriel was abandoned in 1834 when a group of Indians raided the asistencia (Bancroft 1886-1890 Vol. IV).

The San Gabriel Mission's asistencia was part of the Agua Caliente Rancho, granted to Antonio Lugo and his sons in 1842 (Bancroft 1886-1890 Vol. IV). The Harlem Springs area was included in the Agua Caliente Rancho, so named because of the many hot springs within the rancho's boundaries. Nine years after the Lugo family was granted the Rancho they sold it to Mormon settlers (Bancroft 1886-1890 Vol. IV).

In 1851, and upon the suggestion of Brigham Young, a colony of Mormons from Utah came to the Cajon Cañon, now known as City Creek, for the purposes of cultivating San Bernardino's rich soil and establishing a satellite settlement

(Ingersoll 1904). By 1853, the townsite for the future city of San Bernardino was laid out in "Babylonian style--a miniature of Salt Lake City" (Ingersoll 1904:142). The town was one square mile with eight acre blocks, and streets that ran at right angles, each bordered by an irrigation ditch. All of the streets were given Mormon appellations (Ingersoll 1904).

By April 13, 1854, a special act was passed by the legislature incorporating the city of San Bernardino. Shortly after the city's incorporation another act was passed authorizing appropriation of the water of the Twin Creeks for the city's municipal and domestic use. Several years later, the Twin Creeks irrigation ditches were abandoned because they were inefficient (Ingersoll 1904).

The Mormons' control over the city of San Bernardino lasted only four years. Conflict between the U.S. Military and Mormon population in Utah forced Brigham Young to recall all of the settlers to Utah. Young had heard that U.S. troops were on their way to Salt Lake City (Ingersoll 1904; Stoebe 1974). Even though a few of the colonists remained in their newly founded city, with the majority of the population absent, the financial burden was too great; and the city was soon disincorporated (Elliot 1965; Stoebe 1974). San Bernardino reincorporated, however, in 1868, and a city charter was approved in 1904 (Anonymous n.d.). Following the Mormon exodus from San Bernardino, the city became known as a drinking and gambling town "and a period of unrest in city government followed" (Stoebe 1974:46).

When gold was found in the Bear and Holcomb valleys, in 1860, thousands of miners traveled through the city of San Bernardino in search of their fortune. The gold rush boosted the population of the town of Belleville in Holcomb Valley to 10,000. Because of the competition from Belleville, the city of San Bernardino narrowly won the County Seat--a one vote decision (Stoebe 1974).

In 1875, the Southern Pacific Railroad was established in Colton, approximately six miles southwest of San Bernardino, and ten years later the Santa Fe Railroad line arrived in San Bernardino (Elliott 1965; Ingersoll 1904; Stoebe 1974). Consequently, between 1885 and 1890 the city's growth was especially noticeable because of what Charles Lummis called the Pullman Conquest (Ingersoll 1904).

Since one of the major reasons for establishing the railroad line through San Bernardino was the orange crop industry, the Southern Pacific and the Santa Fe lines vied for the business. Hence, rates were drastically lowered. Many of the people who took advantage of the lowered fares came to San Bernardino and decided to stay, for they viewed California as the land of opportunity (Ingersoll 1904).

The first attempt at developing electricity came in 1888, but failed because the power was insufficient. By the late 1890s, however, San Bernardino maintained a working electrical plant (Elliott 1965; Stoebe 1974). Along with electricity, San Bernardino supported a 400 room hotel that had a Ladies Only entrance and an elevator, a stone courthouse, and a large Seth Thomas clock located in the tower of the courthouse (Stoebe 1974). (This same clock is now striking the hours at the entrance to the Central City Mall.)

Although the city of San Bernardino was growing in the late 1890s, it remained a town "where it was customary to shoot first and ask questions later" (Stoebe 1974:48). The city also experienced its share of prostitution: according to the old timers the red light district was notorious throughout the state of California (Stoebe 1974). Open prostitution continued until the beginning of World War II when the War Department threatened that no military installation would be constructed in a city that allowed prostitution (Stoebe 1974).

With the abandonment of the red light district, the United States Army selected San Bernardino as the location for maintenance and supply depots. Hence, two depots were established within the city limits: San Bernardino Air Depot and Campo Ono. The former is now the Norton Air Force Base and the latter was abandoned in 1946 (Hixson 1982). The San Bernardino Air Depot was changed to the Norton Air Force Base in honor of a San Bernardino youth, Leland Francis Norton, who was killed in the war (Stoebe 1974).

Today, San Bernardino has become a major commercial center, partly because of the establishment of the San Bernardino Air Depot which created many new jobs (Hixson 1982).

RESOURCES ELIGIBLE FOR THE NATIONAL REGISTER OF HISTORIC PLACES

There are no known archaeological and historical resources within the subject properties of Palmdale Air Force Plant #42, Naval Air Station Point Mugu, and Norton Air Force Base. No resources were located which would be eligible for the National Register of Historic Places.

MITIGATION MEASURES

Since no cultural remains are known to be located within the subject properties of the Palmdale Air Force Plant #42, the Naval Air Station Point Mugu, and the Norton Air Force Base (Figures 2, 4, and 6), no archaeological testing or excavation is required at this time. However, because of the historic structures once located in close proximity to the Naval Air Station Point Mugu and the Norton Air Force Base, and the extent of historic activity in the Palmdale Air Force Plant #42 area, an archaeologist should be required to monitor grading in the event that an historic trash dump or other associated historic materials are located.

Furthermore, there is a potential for subsurface prehistoric cultural remains at the Naval Air Station Point Mugu property because of the extent of Chumash activity in the surrounding area. Hence, an archaeologist should monitor grading for prehistoric, as well as historic resources.

1. A qualified archaeologist should be present at the pre-grade meeting and should monitor all grading activities.
2. The archaeologist would be empowered to temporarily divert, redirect, or halt grading in order to adequately recover cultural materials which may be encountered during the grading process.

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OFFICE OF HISTORIC PRESERVATION

DEPARTMENT OF PARKS AND RECREATION

POST OFFICE BOX 2390

SACRAMENTO, CALIFORNIA 95811

(916) 445-8006



REPLY TO: September 28, 1994

[Nancy A. Whitney-Desautels, President
Scientific Resource Surveys, Inc.
5232 Bolsa Avenue, Suite 5
Huntington Beach, CA 92647

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Dear Ms. Whitney-Desautels:

On September 20 we received your letter and report concerning the results of cultural resources surveys conducted in connection with the Van Nuys Air National Guard Base relocation project.

We have reviewed the material submitted and concur in your findings and conclusions.

If you have any questions, please call (916) 445-8006 and ask to speak to Hans Kreutzberg of our staff.

Sincerely,

A handwritten signature in cursive script, appearing to read 'Marion Mitchell-Wilson'.

Marion Mitchell-Wilson
Deputy State Historic Preservation
Officer

APPENDIX V
NEWS ADVERTISEMENTS AND NOTICES

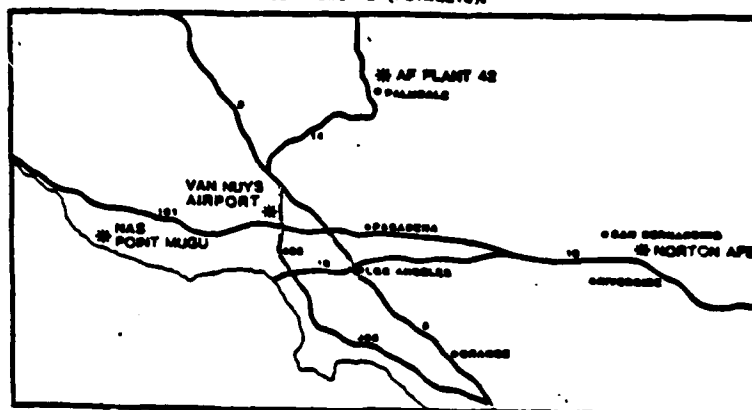
B-6 Fri., Aug. 3, 1984

The Ventura County (Calif.) Star & Free Press

NOTICE OF PUBLIC SCOPING MEETING

VAN NUYS AIR NATIONAL GUARD, PROPOSED RELOCATION

Due to physical and operational constraints at the Van Nuys Airport, the 146th Tactical Airlift Wing, Air National Guard, is proposing to relocate its facilities and operations to one of three alternative sites. Sites under consideration include Naval Air Station, Point Mugu (Ventura County), Norton Air Force Base (San Bernardino) and Air Force Plant 42 (Palmdale).



As part of this relocation study an Environmental Impact Statement will be prepared. This document will comply with the provisions of the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA). The Air National Guard must also consider the do-nothing alternative of remaining at their present location at the Van Nuys Airport.

ALL INTERESTED CITIZENS ARE INVITED TO ATTEND AND PROVIDE PUBLIC INPUT TO ASSIST THE STUDY TEAM IN IDENTIFYING CONCERNS TO BE ADDRESSED IN THE DRAFT ENVIRONMENTAL DOCUMENT. Public Scoping Meetings will be held at the following locations:

POINT MUGU AREA
MONDAY, AUGUST 13, 1984
7:00 TO 9:00 P.M.
Frontier High School Cafeteria
Pleasant Valley Road
Camarillo, CA.

SAN BERNARDINO AREA
TUESDAY, AUGUST 14, 1984
7:00 TO 9:00 P.M.
San Geronimo High School, Rm E-5
2299 E. Pacific Street
San Bernardino, CA.

PALMDALE-LANCASTER AREA
WEDNESDAY, AUGUST 15, 1984
7:00 TO 9:00 P.M.
Knights of Columbus Hall
729 W. Avenue M
Lancaster, CA.

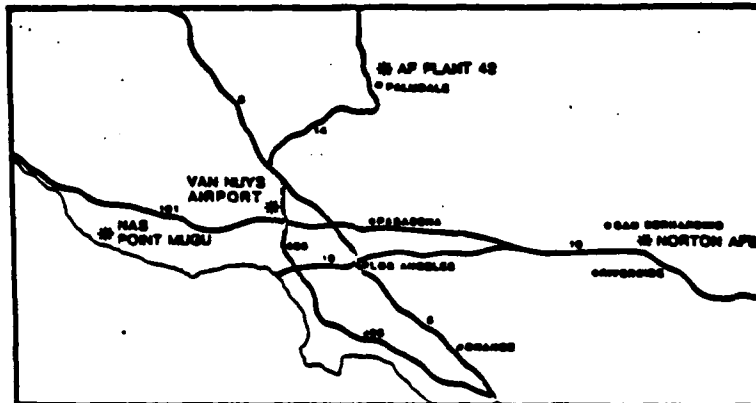
VAN NUYS AREA
THURSDAY, AUGUST 16, 1984
7:00 TO 9:00 P.M.
Roseda Women's Club
7901 Lindley Avenue
Roseda, CA.

For more information contact: Master Sergeant Riley Black, Assistant Public Affairs Officer, 146th Tactical Airlift Wing, Air National Guard, 8030 Balboa Blvd., Los Angeles, CA, 91404, Phone: (818) 781-5580, extension 266.

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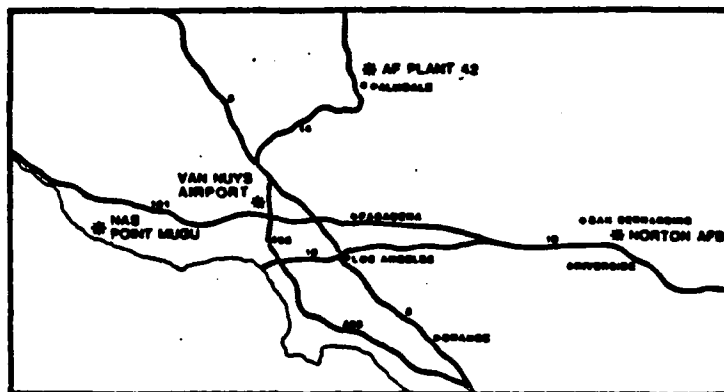
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 Lancaster, CA.

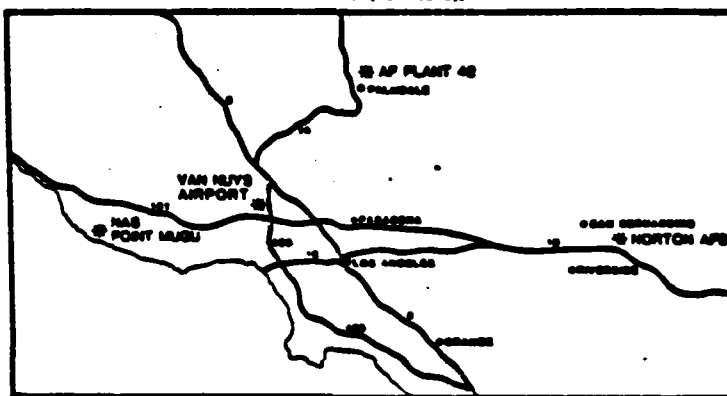
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 7901 Lindley Avenue
 Rosado, CA.

For more information contact: Master Sergeant Riley Black, Assistant Public Affairs Officer, 146th Tactical Airlift Wing, Air National Guard, 8030 Balboa Blvd., Los Angeles, CA 91404, Phone: (818) 781-5980, extension 366.

NOTICE OF PUBLIC SCOPING MEETING

VAN NUYS AIR NATIONAL GUARD, PROPOSED RELOCATION

Due to physical and operational constraints at the Van Nuys Airport, the 146th Tactical Airlift Wing, Air National Guard, is proposing to relocate its facilities and operations to one of three alternative sites. Sites under consideration include Naval Air Station, Point Mugu (Ventura County), Norton Air Force Base (San Bernardino) and Air Force Plant 42 (Palmdale).



As part of this relocation study an Environmental Impact Statement will be prepared. This document will comply with the provisions of the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA). The Air National Guard must also consider the do-nothing alternative of remaining at their present location at the Van Nuys Airport.

ALL INTERESTED CITIZENS ARE INVITED TO ATTEND AND PROVIDE PUBLIC INPUT TO ASSIST THE STUDY TEAM IN IDENTIFYING CONCERNS TO BE ADDRESSED IN THE DRAFT ENVIRONMENTAL DOCUMENT. Public Scoping Meetings will be held at the following locations:

POINT MUGU AREA
MONDAY, AUGUST 13, 1984
7:00 TO 9:00 P.M.
Frontier High School Cafeteria
Pleasant Valley Road
Camarillo, CA.

SAN BERNARDINO AREA
TUESDAY, AUGUST 14, 1984
7:00 TO 9:00 P.M.
San Geronimo High School, Rm E-5
2299 E. Pacific Street
San Bernardino, CA.

PALMDALE-LANCASTER AREA
WEDNESDAY, AUGUST 15, 1984
7:00 TO 9:00 P.M.
Knights of Columbus Hall
729 N. Avenue M
Lancaster, CA.

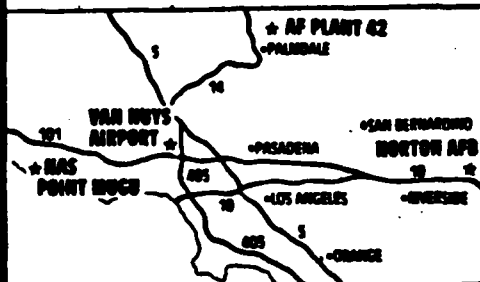
VAN NUYS AREA
THURSDAY, AUGUST 16, 1984
7:00 TO 9:00 P.M.
Reese Women's Club
7901 Lindley Avenue
Reese, CA.

For more information contact: Master Sergeant Riley Black, Assistant Public Affairs Officer, 146th Tactical Airlift Wing, Air National Guard, 8030 Balboa Blvd., Los Angeles, CA, 91404, Phone: (818) 781-9980, extension 366.

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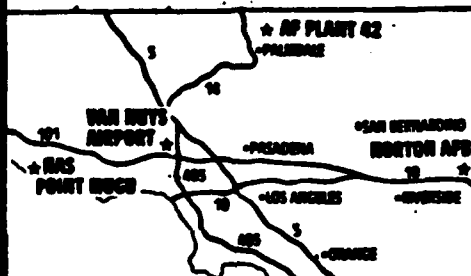
Point Mugu Area Monday, Aug. 13, 1984 7:00 to 9:00 p.m. Frontier H.S. Cafeteria Pleasant Valley Road Camarillo, CA	Palmdale-Lancaster Area Wednesday, Aug. 15, 1984 7:00 to 9:00 Knights of Columbus Hall 729 W. Ave. M Lancaster, CA
San Bernardino Area Tuesday, Aug. 14, 1984 7:00 to 9:00 p.m. San Geronimo H.S., Rm. E-5 2299 E. Pacific Street San Bernardino, CA	Van Nuys Area Thursday, Aug. 16, 1984 7:00 to 9:00 p.m. Reseda Women's Club 7901 Lindley Avenue Reseda, CA

For more information contact: Master Sergeant Billy Black, Assistant Public Affairs Officer, 146th Tactical Airlift Wing, Air National Guard, 6050 Bolton Blvd., Los Angeles, CA 91404, Phone: (818) 781-5900, extension 305.

NOTICE OF PUBLIC SCOPING MEETING

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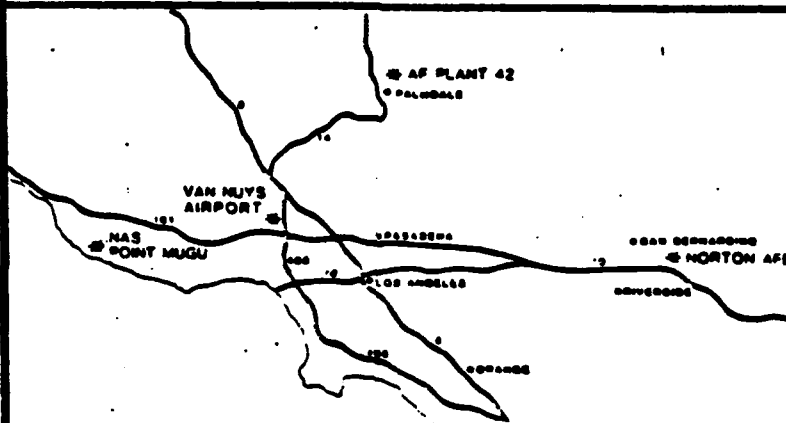
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For more information contact: Master Sergeant Mary Black, Assistant Public Affairs Officer, 146th Tactical Airlift Wing, Air National Guard, 8030 Balboa Blvd., Los Angeles, CA 91484, Phone: (818) 781-5888, extension 505

NOTICE OF PUBLIC SCOPING MEETING VAN NUYS AIR NATIONAL GUARD, PROPOSED RELOCATION

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Pleasant Vly Rd., Camarillo

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7:00 to 9:00 P.M.

San Geronimo, H.S., Rm. E-5,
2299 E. Pacific St., San Bernardino

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729 W. Ave. M., Lancaster

VAN NUYS AREA

THURSDAY, AUG. 16, 1984

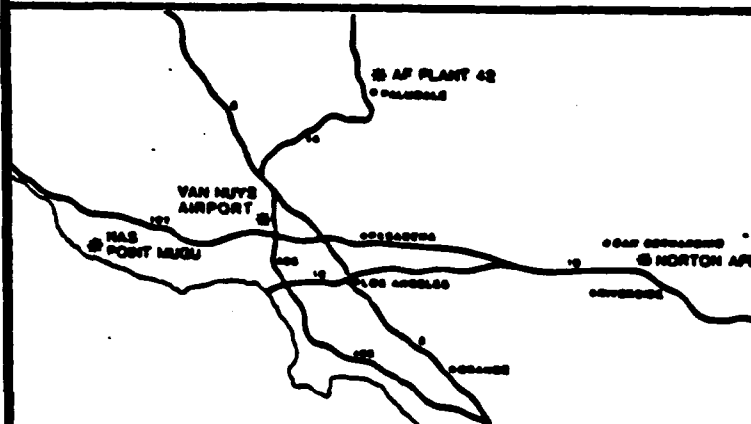
7:00 to 9:00 P.M.

Reseda Women's Club,
7901 Lindley Ave., Reseda

For more information contact: Master Sergeant Riley Black, Assistant Public Affairs Officer, 146th Tactical Airlift Wing, Air National Guard, 8030 Balboa Blvd., Los Angeles, CA 91404. Phone: (818) 781-5980, extension 366.

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For more information contact: Master Sergeant Riley Black, Assistant Public Affairs Officer, 146th Tactical Airlift Wing, Air National Guard, 8030 Balboa Blvd., Los Angeles, CA 91404. Phone: (818) 781-5980, extension 344.



DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 146TH TACTICAL AIRLIFT WING (ANG)
VAN NUYS, CALIFORNIA 91408

REPLY TO
ATTN OF:

DPC (MSgt Black)

23 July 1984

SUBJECT:

Notice of Preparation

TO:

**California State Clearinghouse
1400 Tenth Street
Sacramento, CA 95814**

1. Project Title

**146th Tactical Airlift Wing, Air National Guard, Van Nuys, Base Relocation
EIR/EIS.**

2. Summary

The Military Department at the State Of California will be the lead Agency and will prepare a combined Environmental Impact Report (EIR) and Environmental Impact Statement for the project described below. The EIR/EIS will be prepared in compliance with both the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA).

Please list applicable permit and environmental review requirements of your agency and the scope and content of the environmental information which is germane to your agency's statutory responsibilities in connection with the proposed project.

3. Description of the Project

The 146th Tactical Airlift Wing, Air National Guard is currently based at the Van Nuys Airport. Current conditions at this general aviation airport, including considerations such as safety, security, and limited Air National guard expansion potential, dictate that the Air National Guard relocate to an alternative site within its southern California recruiting area.

The Air National Guard is thus proposing relocation of its facilities and operations to one of three alternative sites. These sites include, Naval Air Station, Point Mugu (Ventura County), Norton Air Force Base (San Bernardino), and Air Force Plant 42 (Palmdale). In addition, under environmental regulations, the Air National Guard must also consider the do-nothing alternative of remaining at its existing locaiton at the Van Nuys Airport.

To relocate, the Air National Guard will require 200-250 acres of land. This requirement must be met either within or directly adjacent to the alternative sites identified above. On this acreage, the Air National Guard would construct various maintenance, storage, training and other support facilities totaling approximately 330,000 square feet, as well as construction of associated taxiways, and aircraft parking aprons. The 146th Tactical Airlift Wing is currently assigned sixteen (16) C-130E turbo-prop aircraft. These aircraft would be based at the new site. No replacement aircraft are currently programmed for the 146 Tactical Airlift Wing.

With respect to operations, the Air National Guard projects a maximum worst base frequency of 74 daily aircraft operations (37 complete circuits). At two of the site locations under consideration for base relocation (Air Force Plant #42, Palmdale, and the Naval Air Station at Point Mugu) the 146th Tactical Airlift Wing already conducts flight training activities, and base relocation would not significantly increased present flight operations. Hours of operation would be from 8:00 a.m. to 10:00 p.m. Aside from a staff of 300 day-to-day employees, the bulk of the 146 Tactical Airlift Wing personnel (approximately 1,500 persons) would be active at the new site one weekend each month.

4. Probable Environmental Effects

Environmental effects will vary with each alternative site location. In general, environmental effects of the proposed project may include the following: perceived noise and visual intrusion, impacts to growth and development under flight patterns, impacts on adjacent land uses, pre-emption of planned and proposed land use, impacts on other general aviation aircraft, motor vehicle traffic impacts each month, impacts on biological resources, and impacts on agriculture (Air Force Plant #42, Palmdale, and Point Mugu only). In addition the secondary affects of the Air National Guard relocation from the Van Nuys Airport in terms of the re-use and redevelopment of the vacated base may also be considered.

5. Scoping Process

This Notice of Preparation invites comments regarding study issues and alternatives from affected agencies. In addition to its function under State law, this notice is intended to initiate the scoping process with cooperating federal agencies. Scoping meetings to receive public comment are scheduled as follows:

Point Mugu Area
Monday, August 13, 1984, 7:00 - 9:00 p.m.
Frontier High School
Pleasant Valley Road
Camarillo, California

Norton Air Force Base Area
Tuesday, August 14, 1984, 7:00 - 9:00 p.m.
San Geronio High School
2299 E. Pacific Street
San Bernardino, California

DISTRIBUTION LIST
NOTICE OF PREPARATION
STATE AGENCIES

Gary Agid
Chief, Air Resource Board
P.O. Box 2815
Sacramento, CA 95814

California State Clearinghouse
1400 Tenth Street
Sacramento, CA 95814

Rick Aguayo
Soil Conservation Service
805 West Avenue "J"
Lancaster, CA 93534

Robert P. Ghirelli
Executive Officer
California Regional Water Quality Control Board
107 South Broadway, #4027
Los Angeles, CA 90012-4596

Jerome S. Lukas, Ph.D
Coordinator, Noise Control Program
Department of Health Services
Berkeley, CA 94704

Mark Mispagel
Chief, Department of Transportation
Division of Aeronautics
1120 "N" Street
Sacramento, CA 95814

Dave Nelson
Environmental Review Section
Department of Transportation
Division of Aeronautics
Sacramento, CA 95814

Bill Wasser
CALTRANS, District 7
120 South Spring Street
Los Angeles, CA 90012

South Coast Air Quality Management
District
J.A. Stuart, Executive Officer
9150 Flair Drive
El Monte, CA 91731

Los Angeles County Flood Control
James L. Easton, Chief Engineer
P.O. Box 2418,
Terminal Annex
Los Angeles, CA 90051

Ventura County Flood Control
G.J. Nowak
800 South Victoria Avenue
Ventura, CA 93009

San Bernardino County Flood Control
B.L. Ingram, Deputy Administrator of
Public Works
825 East Third Street
San Bernardino, CA 92415-0835

Southern California Association of
Governments
Mark Arpers
600 S. Commonwealth Ave., Suite 1000
Los Angeles, CA 90005

State Department of Fish and Game
1416 Ninth Street
Sacramento, CA 95814

State Health Department
1600 Ninth Street, Room 460
Sacramento, CA 95814

Director, CALTRANS, District 8
247 West Third Street
San Bernardino, CA 92403

THE BELOW LISTED FEDERAL AGENCIES RECEIVED

NOTICE OF INTENT

(Federal Register, Vol., 49, No. 14, page 2506)

Friday, January 20th, 1984

**Naval Air Station at Point Mugu
Public Affairs Office
Mr. Lucasey
Point Mugu, CA 93402**

**Public Affairs Office
Jackie Bunn
63 MAW/PA,
Norton AFB, CA 92409**

**U.S. Air Force Plant #42 at Palmdale
Flight Operations Officer
Major James West
Palmdale, CA 93550**

**Herman Bliss
Manager, Airports Division
Federal Aviation Administration
Western Pacific Region
P.O. Box 92007
Worldway Postal Center
Los Angeles, CA 90009-2007**

**Rick Hoffman
Acting Chief, EIS Review Section
U.S. Environmental Protection Agency
215 Fremont Avenue,
San Francisco, CA 94105**

**Arnold Kohnheim
Chief, Environmental and Energy
Programs Division
Office of Economic Analysis
Civil Aeronautics Board,
Washington D.C.**

**U.S. Soil and Conservation Services
318 Cayuga Street, Suite 206
Salinas, CA 93901**

Notice of Preparation

PAGE 3
20 July 1984

Air Force Plan #42 (Palmdale) Area
Wednesday, August 15, 1984, 7:00 - 9:00 p.m.
Knights of Columbus Hall
729 W. Avenue M.
Lancaster, California

Van Nuys Area
Thursday, August 16, 1984, 7:00 - 9:00 p.m.
Reseda Women's Club
7901 Lindley Avenue
Reseda, California


To participate in the public scoping process, you may make verbal and/or written statements at the above-listed public scoping meetings, or send written comments to:

MSGT Riley Black,
Public Affairs Office,
146th Tactical Airlift Wing,
8030 Balboa Blvd.,
Van Nuys, California 91409

We will need the name and telephone number of the appropriate contact person in your agency.

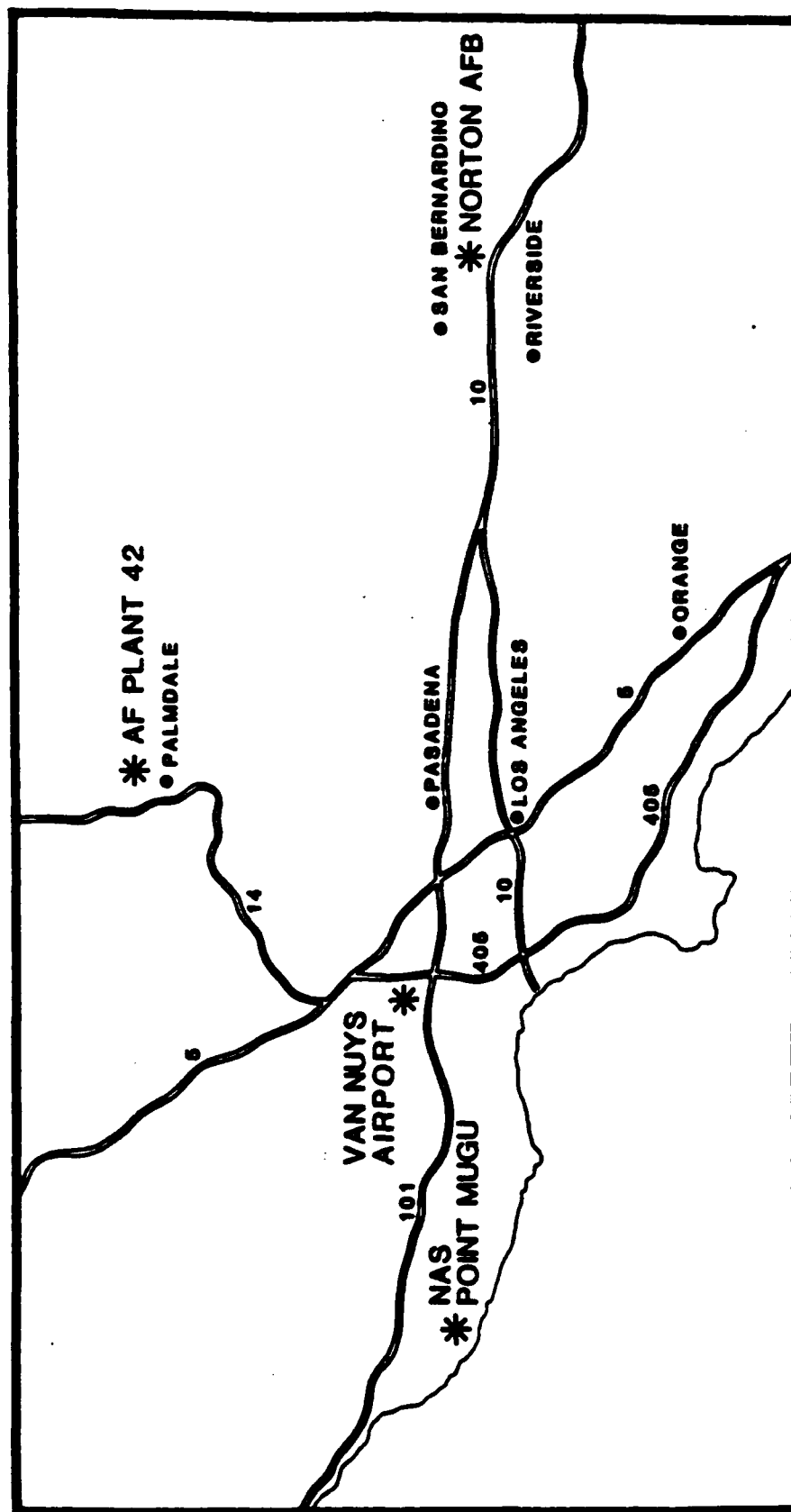
Due to the time limit established by State law, your response must be sent at the earliest possible date, but not later than 30 days after the receipt of this notice.

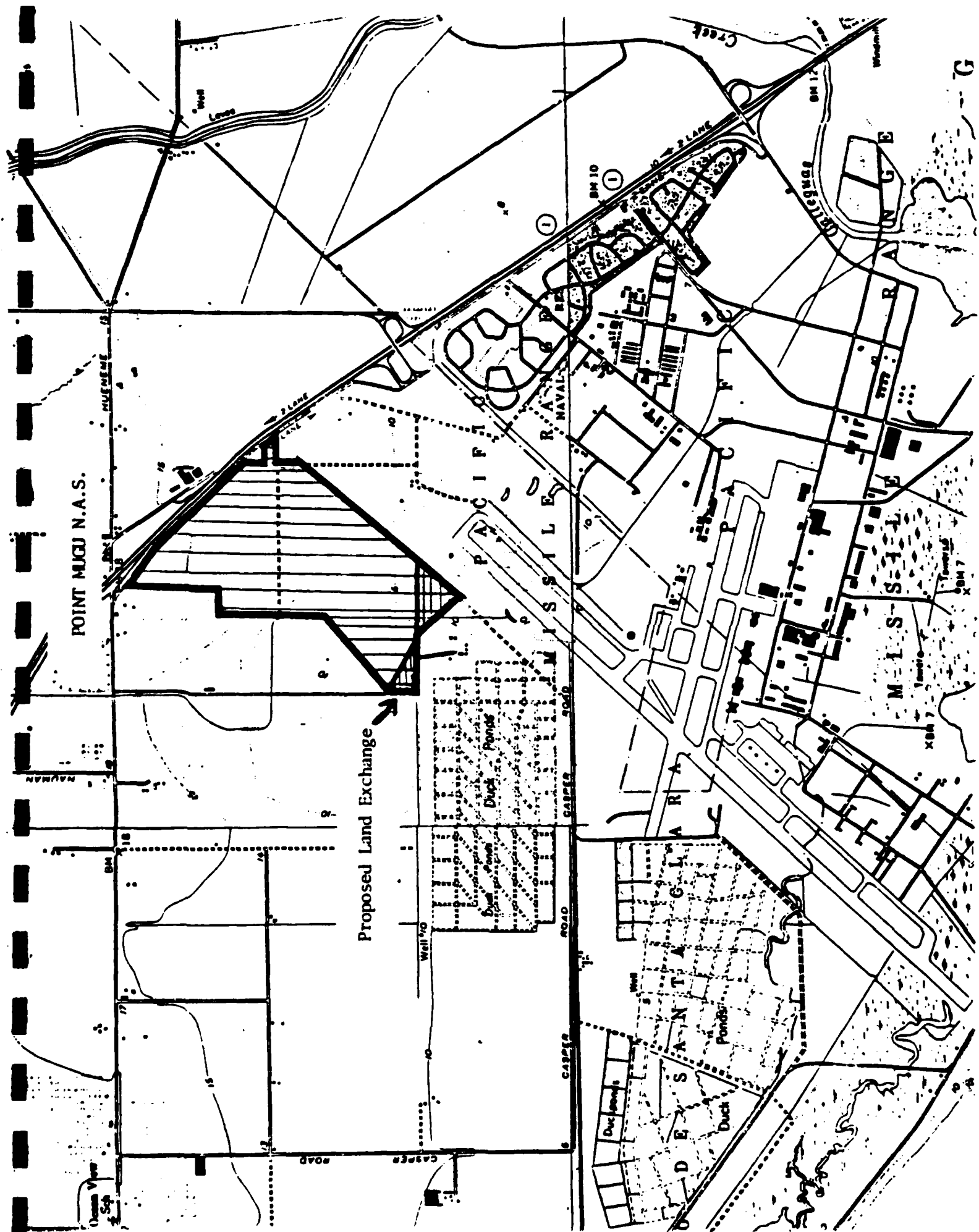
FOR THE COMMANDER

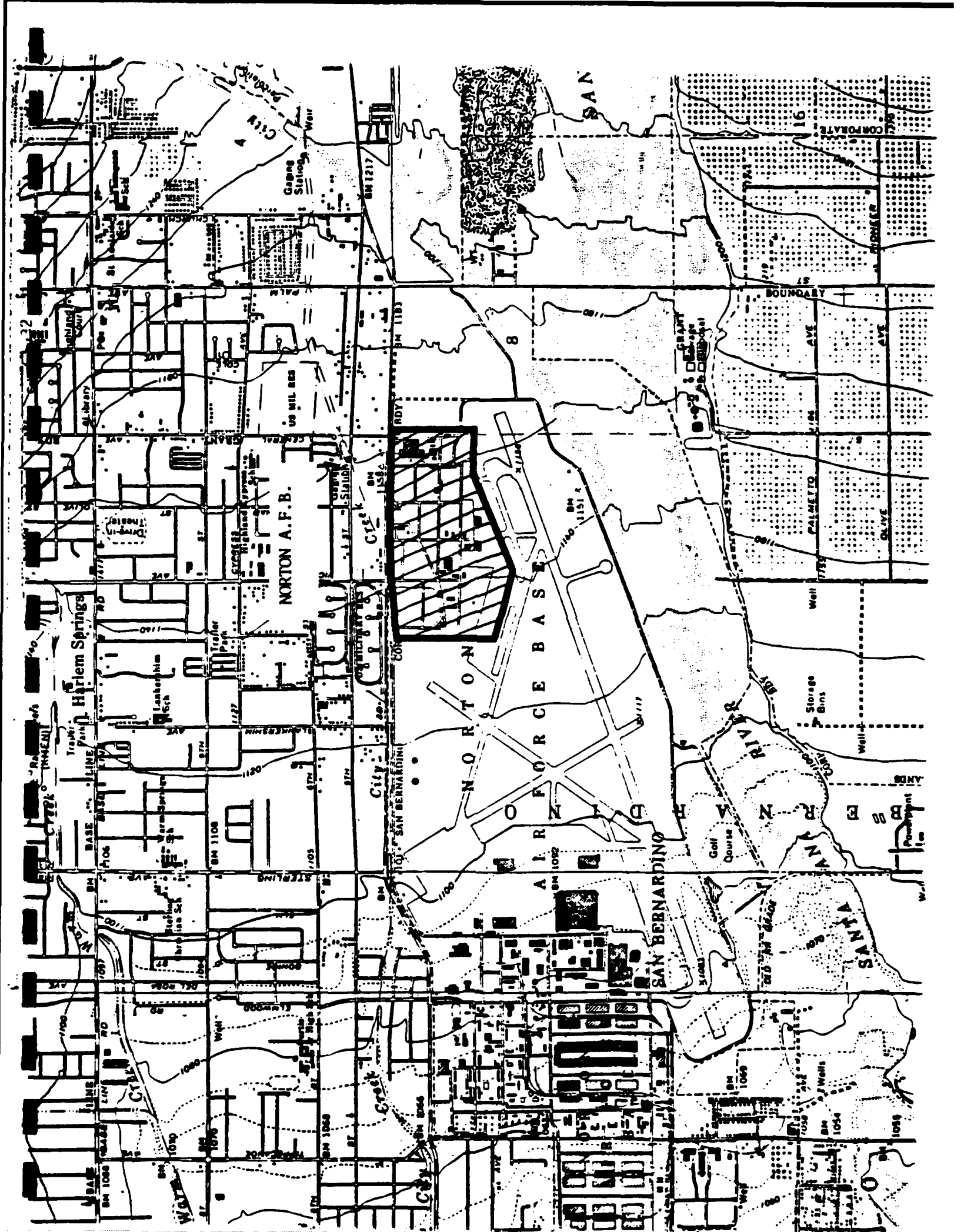


RONALD A. DOERR
Major, CA ANG
Environmental Coordinator

Atch
Location Maps (4)







PAINDALE - A.F. PLANT 42

AVENUE

AIR FORCE

PLANT

AIR FORCE

PLANT

RESERVATION

BOUNDARY

Well

BM X Control Tower

Tanks

ceas 11

572

Denis

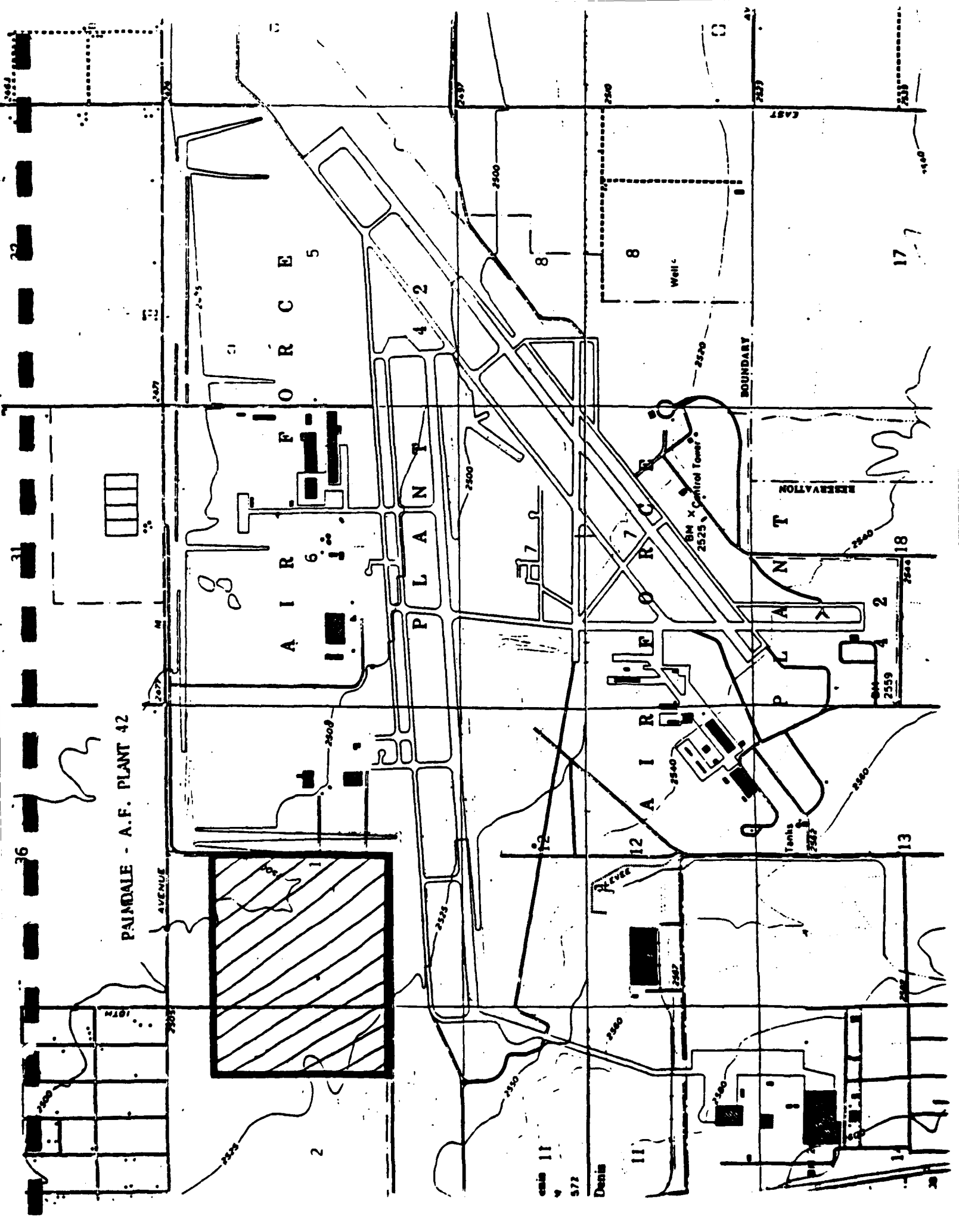
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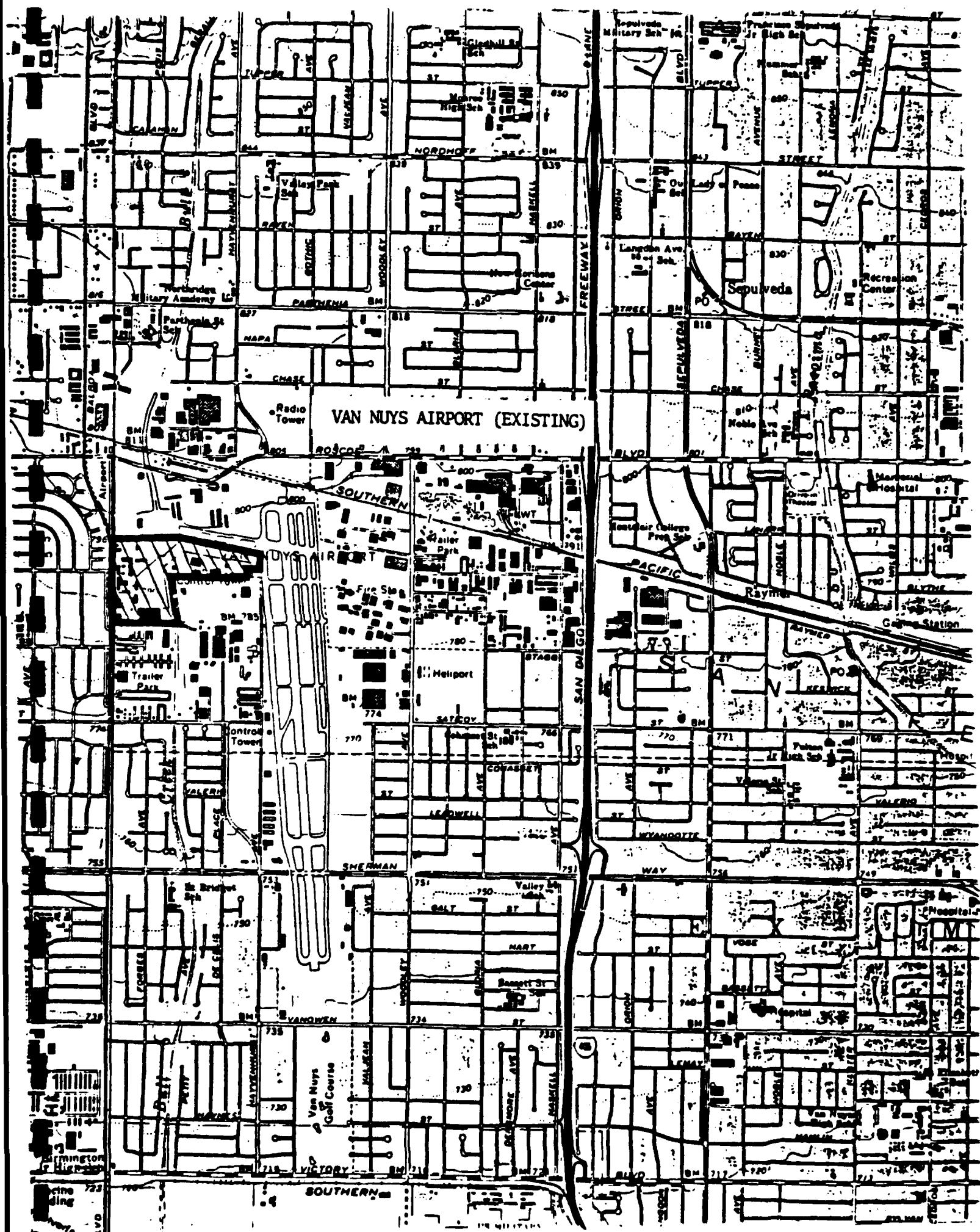
13

18

17

EAST





APPENDIX VI
CARPOOL EMISSIONS SAVINGS

APPENDIX VI
CARPOOL EMISSIONS SAVINGS
(1985)

ROC: Carpool

5 miles @ 35 mph = .61 gram/mile x 5 mi = 3.05 grams
11 miles @ 50 mph = .49 gram/mile x 5 mi = 5.39 grams
3.05 + 5.39 = R = 8.44 grams
Cold Start = 7.93 grams (morning) + 7.36 grams (evening)
Crankcase = 0.004 gram/mi x 16 mi = .064 grams
Soak = 2.523 grams
T = R + Cold + Soak + Crankcase
T (morning) = 8.44 + 7.93 + .064 + 2.523 = 18.957 grams
T (evening) = 8.44 + 7.36 + .064 + 2.523 = 18.387 grams
Total = 18.957 + 18.387 = 37.344 gr/day/carpool = 0.0823 lb/day/carpool

Driving Alone

4 miles @ 35 mph = .61 gram/mi x 4 mi = 2.44 grams
11 miles @ 50 mph = .49 gram/mi x 11 mi = 5.39 grams
2.44 + 5.39 = 7.83 grams = R
Cold Start = 7.93 grams (morning) + 7.36 grams (evening)
Crankcase = 0.004 gram/mile x 15 mi = 0.060 grams
Soak = 2.523 grams
T (morning) = 7.83 + 7.93 + 0.06 + 2.523 = 18.343 grams
T (evening) = 7.83 + 7.36 + 0.06 + 2.523 = 17.73 grams
Total = 18.343 + 17.773 = 36.116
= 0.0796 lb/day/car alone

$2.4 \times .0796 - .0823 = .10874$ lb/day/carpool (saved)

$.10874 \times 260 \text{ days} + 2,000 = .0141$
33.2 tpy - 13.69 tpy = 19.51 tpy ROC
 $19.51 + .0141 = 1,384$ carpools required at \$30.47 per carpool = \$42,161

NOx: Carpool

5 miles @ 35 mph = 1.55 gram/mile x 5 mi = 7.75 grams
11 miles @ 50 mph = 1.72 gram/mile x 11 mi = 18.92 grams
R = 7.75 + 18.92 = 26.67
Cold Start = 2.12 grams (morning or evening)
T = 2 (R+S) = 2 x 28.79 = 57.58 grams = 0.12694 lb/day/carpool

Driving Alone

4 miles @ 35 mph = 1.55 gram/mile x 4 mi = 6.20 grams
11 miles @ 50 mph = 1.72 gram/mile x 11 mi = 18.92 grams
Cold Start = 2.12 grams (morning or evening)
T = 2 (R+S) = 2 x 27.24 = 54.48 grams = 0.12011 lb/day/car alone

$2.4 \times 0.12011 - 0.12694 = 0.161324$ lb/day/carpool
 $0.161324 \times 260 \text{ days/yr} + 2,000 = .0210$
14.4 tpy - 13.69 tpy = .71 tpy NO_x
 $.71 + .0210 = 33.81$ carpools required at \$30.47 per carpool = \$1,030

APPENDIX VII

NOISE

Characteristics of Noise

Noise is most often defined as unwanted sound. However, sound is measureable, whereas noise is subjective. Sound is created when an object vibrates and radiates part of its energy as acoustic pressure or waves through a medium, such as air or water. Sound is measured in terms of amplitude and frequency.

Most research into the effects of aircraft noise on human activities has been in the areas of loudness or annoyance. The first of these (loudness) is a rather straightforward judgment which people tend to repeat reliably in controlled experiments. The judgments of annoyance form a much broader distribution and tend to be influenced by different factors in different people. Characteristics, such as duration of the noise, rate of repetition of the events or specific time of occurrence for the events affect individuals' reactions to aircraft noise. These responses may be termed "contextual effects" and appear to contribute to the overall environmental impact.

Noise Measures

A special rating scale called the A-weighted decibel scale (dBA) has been devised to relate sound to the sensitivity of the human ear. The decibel scale interprets sound energy at a different ratio than the human ear does. The decibel scale is logarithmic. An increase of 10 decibels is a tenfold increase in sound energy. However, the human ear often judges an increase of 10 decibels as a doubling of noise. Another important characteristic of the decibel scale is that sound levels are not directly combined when added. For example, if one aircraft flyover emits 65 dBA, and another aircraft flyover produces a maximum of 65 dBA nearby, it does not generate a total noise level of 130 dBA. Rather, the total noise energy level would be 68 dBA. The result is based upon the logarithmic nature of the decibel scale. This is an important concept to remember when considering an area exposed to more than one source of noise.

Research has also found that individual responses to noise are difficult or impossible to predict. Some people are annoyed at every little noise, while others seem impervious to the most raucous events. Other responses can fall anywhere

between these extremes. It is possible, however, to predict the responses of groups of people. Consequently, community response, not individual response, has emerged as the prime index of aircraft noise measurement.

In relation to aircraft noise, several methodologies have received wide usage in past years. Among the most commonly used are Composite Noise Rating (CNR) and Noise Exposure Forecast (NEF) and Day-Night Average Sound Level (Ldn). These metrics measure, weight, and average individual noise events over a given time (day, week, year) to describe the overall noise environment of a given area. A methodology has been developed which is related directly to the dBA scale and can be used to quantify noise from a variety of sources. Termed, Community Noise Equivalent Level (CNEL), this measure is accepted by the Federal Aviation Administration (FAA), the U.S. Environmental Protection Agency, and the California Department of Transportation, Division of Aeronautics.

Mathematically, the CNEL is computed by the following equation:

$$\text{CNEL} = \overline{\text{SENEL}} + 10 \log W(N_d + 3N_e + 10N_n) - 49.4$$

$\overline{\text{SENEL}}$ = Average Single Event Noise Exposure Level (SENEL) value in a 24-hour period of all aircraft operations. This value combines both intensity and duration into a single measure of aircraft flyover noise.

W = The total volume of aircraft in a 24-hour period.

N_d = Percentage of aircraft events from 7:00 a.m. to 7:00 p.m.

N_e = Percentage of aircraft events from 7:00 p.m. to 10:00 p.m.

N_n = Percentage of aircraft events from 10:00 p.m. to 7:00 a.m.

The Ldn values are nearly identical to the CNEL values, the only difference is that with Ldn calculations, there is no penalty for aircraft operations between 7:00 p.m. to 10:00 p.m. Consequently, the $3N_e$ weighting factor shown above is absent from the Ldn formula. Therefore, the CNEL methodology typically produces a marginally larger noise contour if there are a significant number of events between 7:00 p.m. and 10:00 p.m. Conversely, if there are no events between these hours, the contours are identical.

CNEL or Ldn levels are typically depicted as contours. Contours are an interpolation of noise levels and drawn to connect all points of a similar level. Contours appear similar to topographical contours and form concentric "footprints" about a noise source. It is these footprints of noise contours drawn about an airport which are used to predict community response to the noise from aircraft using that airport.

General Characteristics of Aircraft Noise

Noise produced by aircraft in flight is one of numerous noise events occurring within an airport environ. It is, however, the one intrusive noise source that covers the broadest area and affects the greatest number of people around an airport. All noise events originate and spread across an area in essentially the same manner. Some force causes a pressure disturbance, and this spreads through the air as an oscillating pressure wave. The size of the generating force and its distance to the receptor govern the sensation of loudness. The length of the spreading pressure waves creates the sensation of pitch.

Jet engine noise arises from two fundamentally different sources. The lower pitched roaring noise which is predominant during takeoff operations is produced by the turbulent mixing of the high velocity engine exhaust flow with the surrounding air. This turbulence creates the pressure fluctuations which move through the air, are perceived as noise by the listener. The loudness of this component of jet engine noise is related most directly to the power, or thrust, generated by the engine. The highest engine thrust levels are produced during the takeoff roll and initial climb by the aircraft.

The second distinct component of jet engine noise is produced by the rotating turbofan machinery. This noise varies from the high pitched noise heard during a landing approach to the buzzing noise which becomes apparent in some aircraft during a takeoff climb after the initial takeoff thrust has been reduced. These turbofan engine noises are usually masked or covered over by the jet exhaust noise during initial takeoff operations and become audible when the maximum engine thrust is reduced to lower levels.

One significant implication from this complex structure of jet engine noise is that some aircraft noises are less objectionable to observers than others at the same loudness level due to the differences in the sound frequency composition (pitch and harmonic structure) of the noise.

Propeller-driven aircraft generate noise via engine operations and the propellers' interaction with the air. The components of engine noise are produced by rapidly moving engine parts and the engine exhaust. The latter component is often the most noticeable. The level of noise generated by engine exhaust is affected most by the horsepower of the engine and muffling qualities of the exhaust pipes.

The noise generated by the propeller is a byproduct of the blade's rapid sweeping motion through the air which, of course, propels the aircraft. The level of noise generated by the propellers is dependent upon their size and shape, and the speed at which the propellers are rotating. The noise generated by a propeller-driven aircraft will vary greatly with the power setting, mode of flight and pilot techniques. In general, propeller-driven aircraft produce less noise than jet aircraft and are often perceived by listeners as being less noisy.

Helicopter noise is produced in a manner similar to propeller driven aircraft. Both the operations of the engine and the main rotor contribute to the noise output of the aircraft. The main rotor, however, contributes a great deal more to the annoyance factor of the noise impact than does a propeller. As with propellers, the shape, size, and speed at which the main rotor is rotating will determine the level of noise produced. Main rotors are typically thicker and longer than propellers and intrinsically produce a higher level of noise. Some military helicopters generate noise containing short duration impulse peaks superimposed on the continuous sound pressure versus time wave form.

The impulse peaks are described as a "popping" or "slapping" sound. This phenomenon is generally termed "blade slap." Blade slap has been associated with such military helicopters as the UH-1N, CH-47 and CH-46. (The latter currently operates at NAS Pt. Mugu.) These helicopters have the common characteristic of high main rotor blade tip speeds, typically over 750 feet/second. The movement of the rotor blade through the turbulent wake appears to create the phenomenon.

Blade slap is also associated with sound pressure generated vibrations which are perceived as rattling noises. This noise is transmitted when loose window frames, glass panels, cabinet doors, etc. are set in motion by the impulsive sound pressure waves. Although more common to the operation of helicopters, rattling noise is generated by propeller and jet aircraft also.

Aircraft noise creates the same general duration patterns as any moving transportation noise source passing near a stationary observer. The noise emerges from the prevailing background noise at the observer's location and rises to a maximum or peak level, then decreases until it reaches a level below the background. The duration of this process depends upon the proximity of the observer to the path of the noise source, the maximum level of the noise event, the ambient noise characteristics, and the presence or absence of any barriers to line-of-sight noise transmission.

Aircraft noise-related problems are most severe in residential neighborhoods closest to an airport. As aircraft climb to enroute altitudes, the noise attenuation of structures and surfaces which otherwise reflect and block the transmission of sound is diminished. When this occurs, more of the population is exposed to the resulting noise output. As the climb continues, however, the noise levels decrease due to the increasing distance between the aircraft and the observer.

Air Installation Compatible Use Zone Studies (AICUZ)

The issue of land use and airports is primarily one of compatibility between the airport-caused noise and the human activity occurring in the areas surrounding the airport. Airport noise and land use compatibility have been important environmental issues in environmental impact studies since the inception of the NEPA in 1969. There are also special programs that deal specifically with this issue.

The required noise and land use studies conducted for Air Force and Navy installations are the Air Installation Compatible Use Zone (AICUZ) studies. The AICUZ program objectives are to protect military installation operational capability from the effects of incompatible land use and to assist local, regional, State and Federal officials in protecting and promoting the public health, safety

and welfare by providing information on aircraft accident hazards and noise. AICUZ programs have been developed for Norton AFB, AF Plant #42 and NAS Point Mugu. Both Norton AFB and NAS Point Mugu are in the process of updating their AICUZ programs. However, at the time of this environmental documentation, both of those AICUZ's are in preliminary stages and are not available for public dissemination. Land use compatibility information and general guidance, by land use category for the AICUZ program is show as Table VII-1.

For land use compatibility assessments, the day/night average sound level (Ldn) is the common descriptor used when NEPA applies. The Ldn descriptor is used for all AICUZ studies and for all study updates. In California, at commercial and general aviation CNEL is the accepted metric. As shown previously, the only difference in the two metrics is a weighted penalty (approximately 5 decibels) for aircraft events between 7:00 p.m. and 10:00 p.m. Since the ANG has very few operations during this time frame, both metrics apply simultaneously.

Included in this Appendix are the noise contours developed as part of the latest adopted AICUZ at Norton AFB, Palmdale AF Plant #42 and at NAS Point Mugu. These figures include VII-1, VII-2 and VII-3. Based upon the noise contours presented in Figure VII-1, there are an estimated 11,610 acres within the 65 Ldn contour at Norton AFB. Figure VII-2 represents the noise contours for AF Plant #42 which includes 14,410 acres within the 65 Ldn contour. The latest adopted noise contours for NAS Point Mugu are shown in Figure VII-3.

Engine Test Cell Noise

An evaluation was conducted to determine if engine test cells could be placed at each of the three sites in such a way as to keep noise levels at sensitive receptors equal to or less than 65 dBA. At each proposed site, it was assumed that test cells would be oriented with the propeller facing directly into the prevailing winds. This is the typical test cell orientation.

The orientation of the test cell is important since the direction in which the propeller is positioned influences the noise levels perceived at the receptor site. A 0-degree heading assumes that the engine propellers are facing directly towards

the receptor point, while a 180-degree heading orients the propeller directly away. Generally, receptor points located directly behind the rotating propeller experience the least noise.

Using the NOISEMAP version 4.1 data base, it was determined that the test cell at Norton AFB, oriented into prevailing winds at 100 degrees without mitigation, must be at least 2,250 feet from the receptor site to keep noise levels at 65 dBA or less. Within the Norton AFB site, however, the test cell could be located as far as 2,500 feet from the nearest residential area located north of 3rd Street. In the latter case, the noise level at the receptor would be 62.9 dBA.

At the AF Plant #42, with a 140 degree orientation to the residences north of Avenue M, the test cell need only be 1,600 feet from the nearest sensitive receptor. Given the configuration of this site, however, the test cell could be positioned as far away as 5,000 feet from any residential use. At this distance, the noise level at the receptor would be 59.9 dBA.

The NAS Point Mugu site presents the ideal situation for test cell orientation since the best attenuation angle of 180 degrees can be achieved. In order for test cell noise levels at the trailer court abutting the eastern boundary of the NAS Point Mugu to be at or below 65 dBA the test cell can be located less than 500 feet away from the site boundary. The level of a test cell located 500 feet from the receptor would only be 52.2 dBA.

TABLE VII-1. LAND USE COMPATIBILITY GUIDELINES

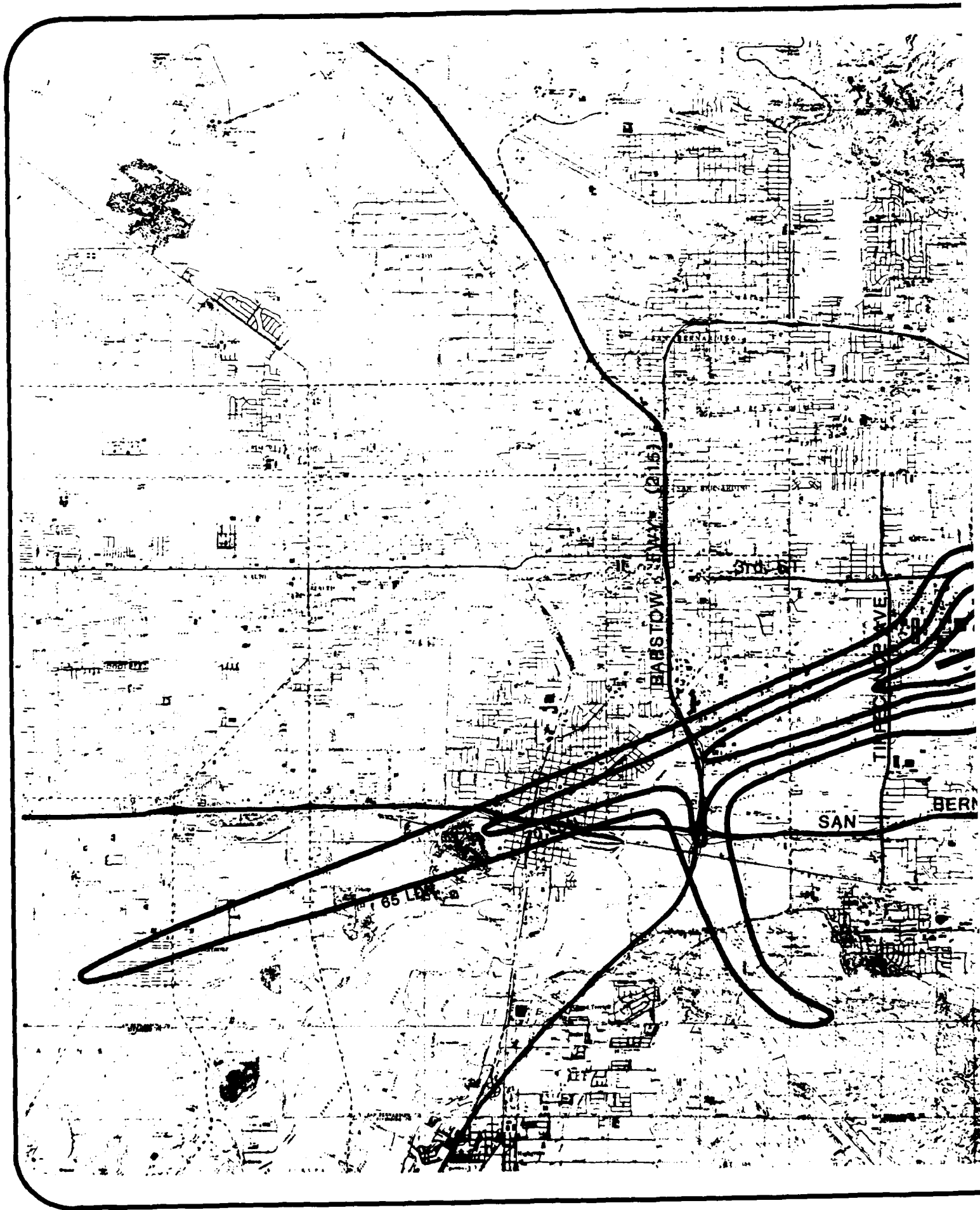
Land Use Category	Day Night Average Sound Levels				
	85	8--85	75-80	70-75	65-70
Residential	I	I	I	30 ¹	25 ¹
Industrial/ Manufacturing	I	C ²	C ³	C ⁴	C
Transportation Communication and Utilities	C	C	C	C	C
Commercial/ Retail Trade	I	I	30	25	C
Personal and Business Services	I	I	30	25	C
Public and Quasi- Public Services	I	I	I	30	25
Outdoor Recreation	I	I	I	C ^{6/5}	C
Resource Production/ Open Space	C	C ⁷	C ⁷	C	C

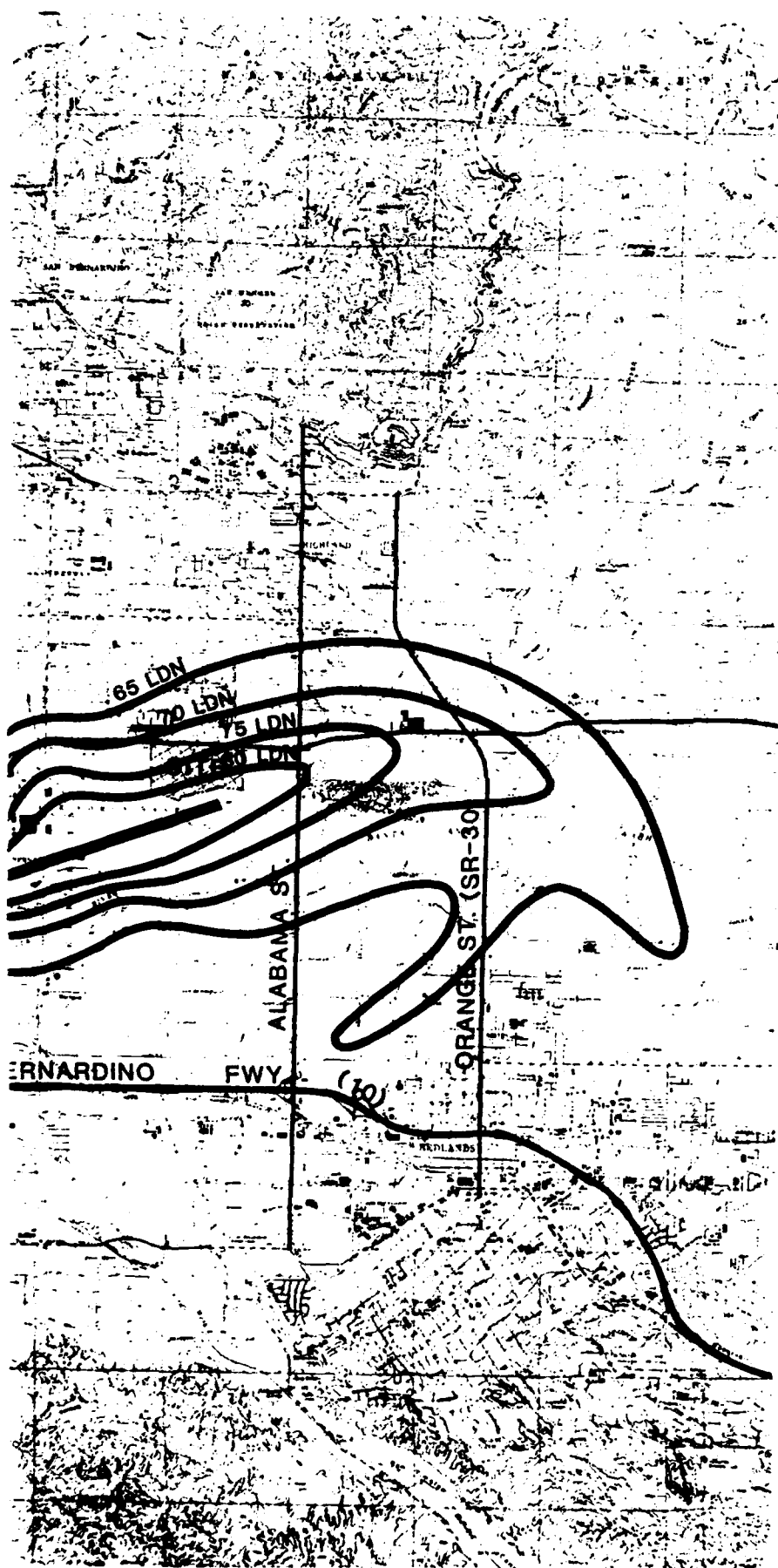
The alphanumeric entries are explained on the footnotes on the next page.

Source: Air National Guard Airspace Environmental Assessment
Preparation Guide. August 1982. Prepared by: ANGSC/DEV,
Stop 18, Andrews AFB MD 20331

TABLE VII-2. LAND USE COMPATIBILITY GUIDELINES FOOTNOTES

I - Incompatible	The land use and related structures are not compatible and should be prohibited.
C - Compatible	The land use and related structures are compatible without restriction and should be considered.
35, 30 or 25	The land use is generally compatible; however, a Noise Level Reduction (NLR) of 35, 30 or 25 must be incorporated into the design and construction of the structure.
35 ^x , 30 ^x or 25 ^x	The land use is generally compatible with NLR: however, such NLR does not necessarily solve noise difficulties and additional evaluation is warranted.
1	Although it is recognized that local conditions may require residential uses in these Compatible Use Districts (CUD), this use is strongly discouraged in Ldn 70-75 and discouraged in Ldn 65-70. The absence of viable alternative development options should be determined and an evaluation indicating that a demonstrated community need for residential use would not be met if development were prohibited in these CUD's should be conducted prior to approvals.
2	A NLR of 35 must be incorporated into the design and construction of portions of these buildings where the public is received, office areas or where the normal noise level is low.
3	A NLR of 30 must be incorporated into the design and construction of portions of these buildings where the public is received, office areas or where the normal noise level is low.
4	A NLR of 25 must be incorporated into the design and construction of portions of these buildings where the public is received, office areas or where the normal noise level is low.
5	Facilities must be low intensity.
6	A NLR of 25 must be incorporated into buildings for this use.
7	Residential structures not permitted.





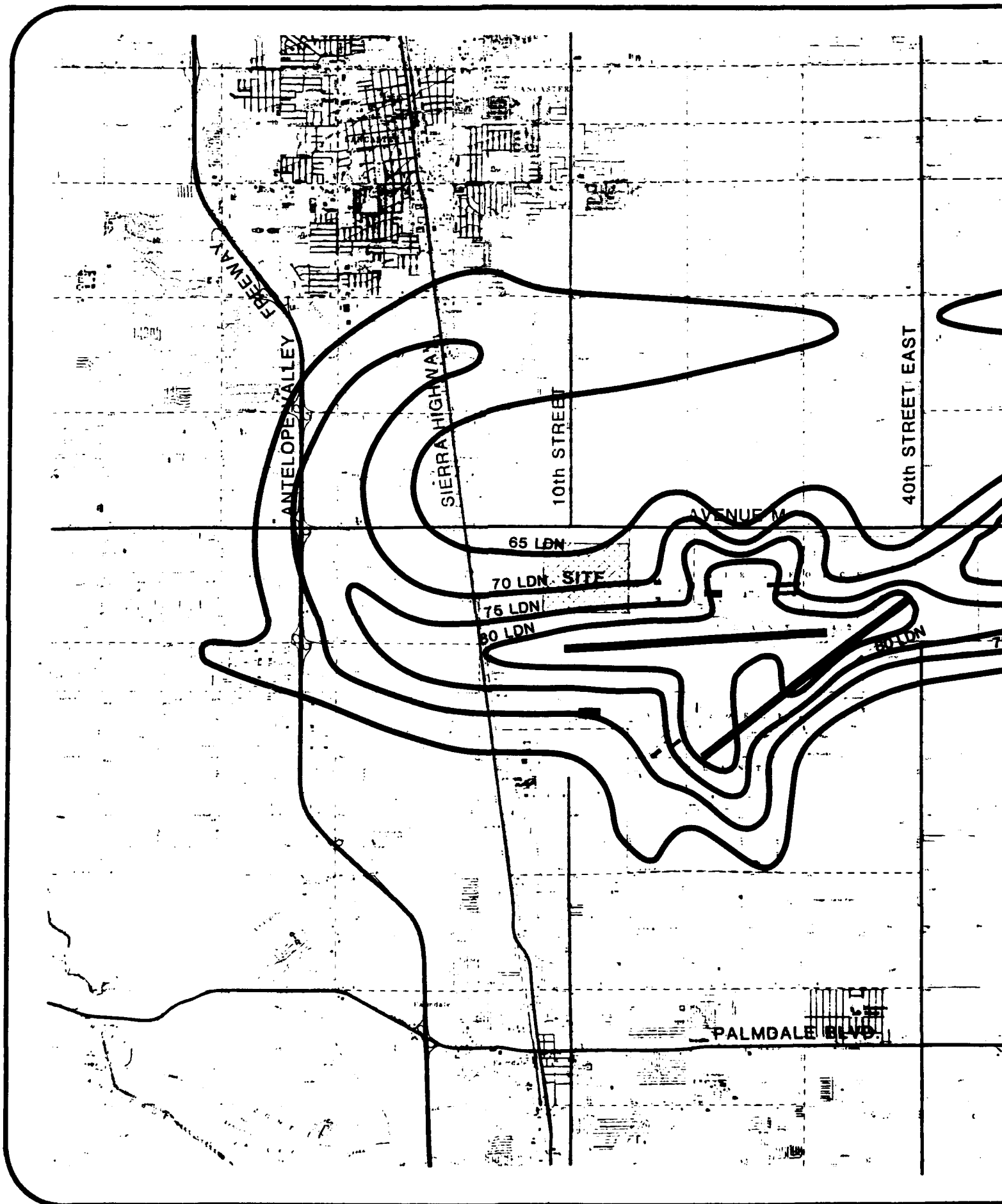
Source: AICUZ Norton Air Force Base, 1976

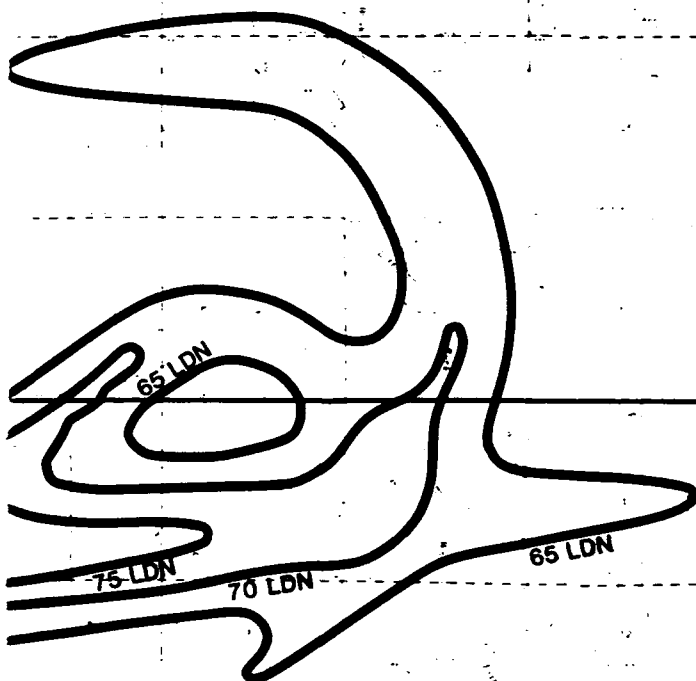


FIGURE VII-1
NORTON AFB LDN CONTOURS

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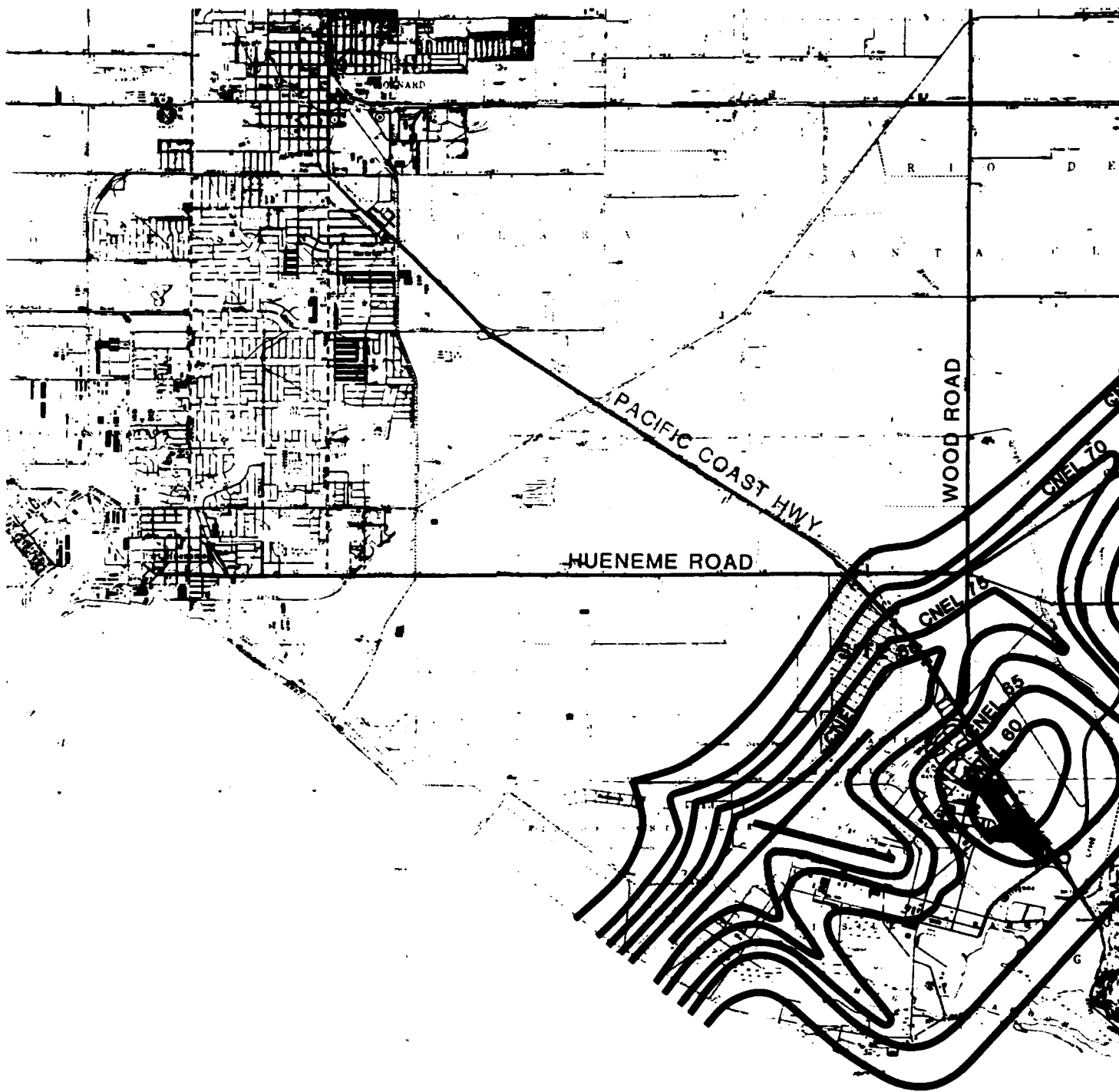


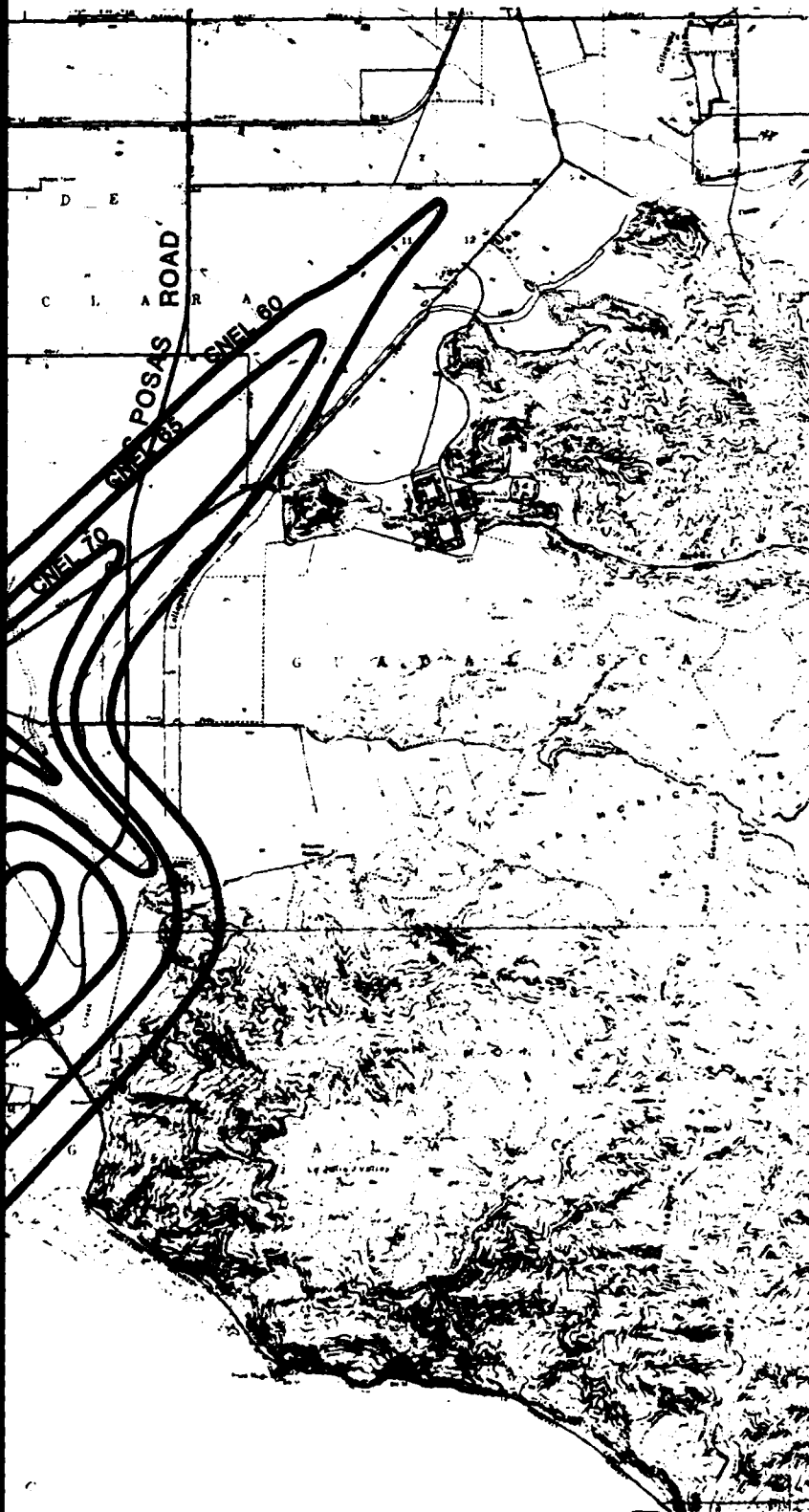
Source: AICUZ Palmdale Air Force Plant #42, 1978



FIGURE VII-2
AF PLANT #42 LDN CONTOURS

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Source: AICUZ Naval Air Station Point Mugu, 1977

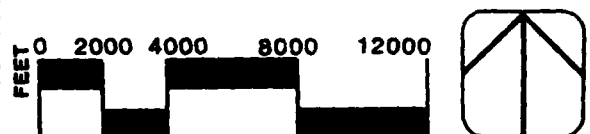
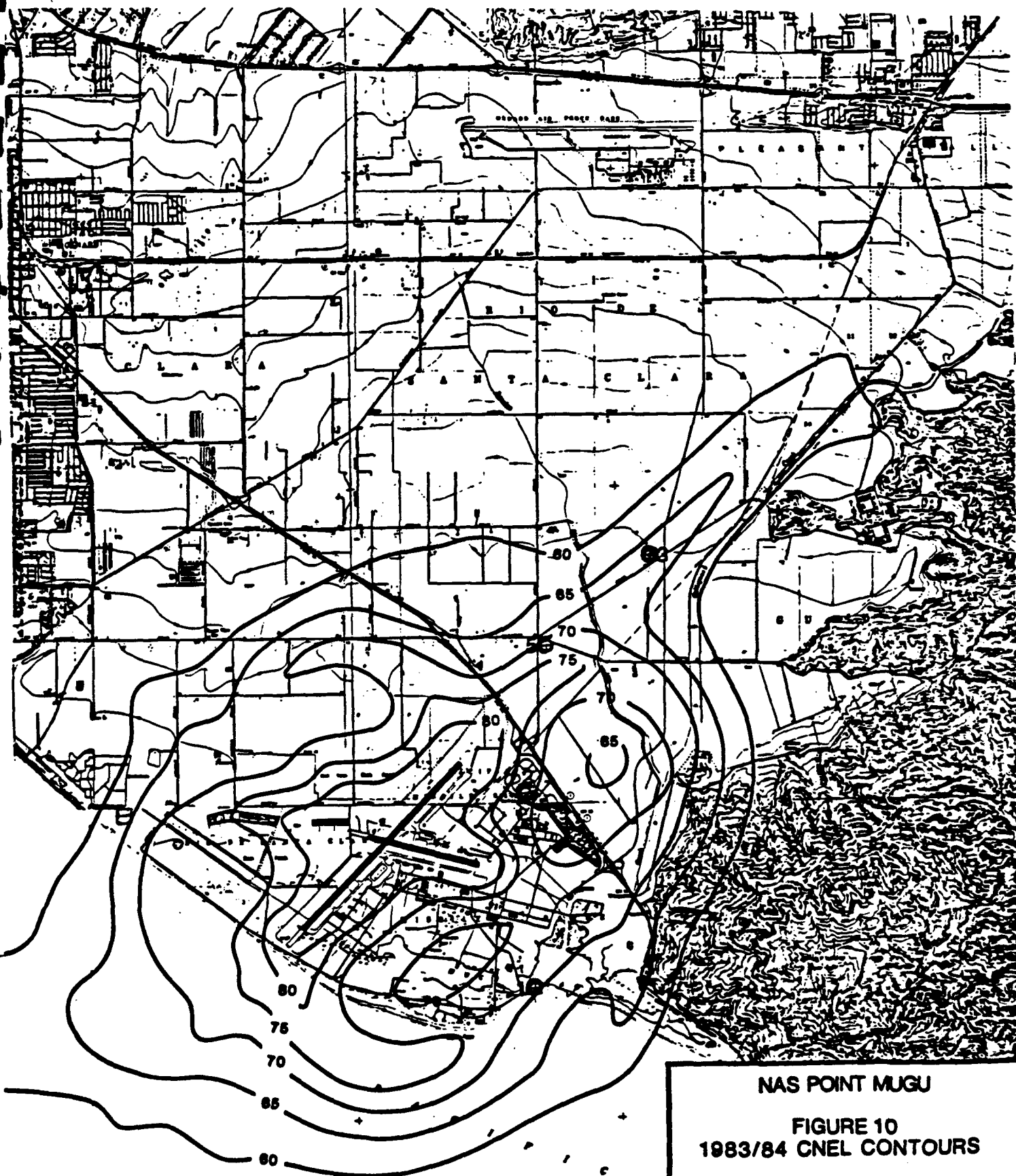


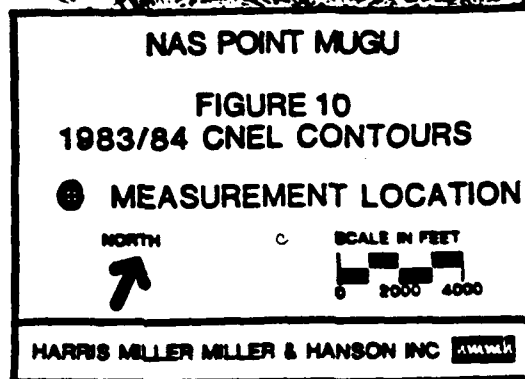
FIGURE VII-3
NAS POINT MUGU CNEL CONTOURS

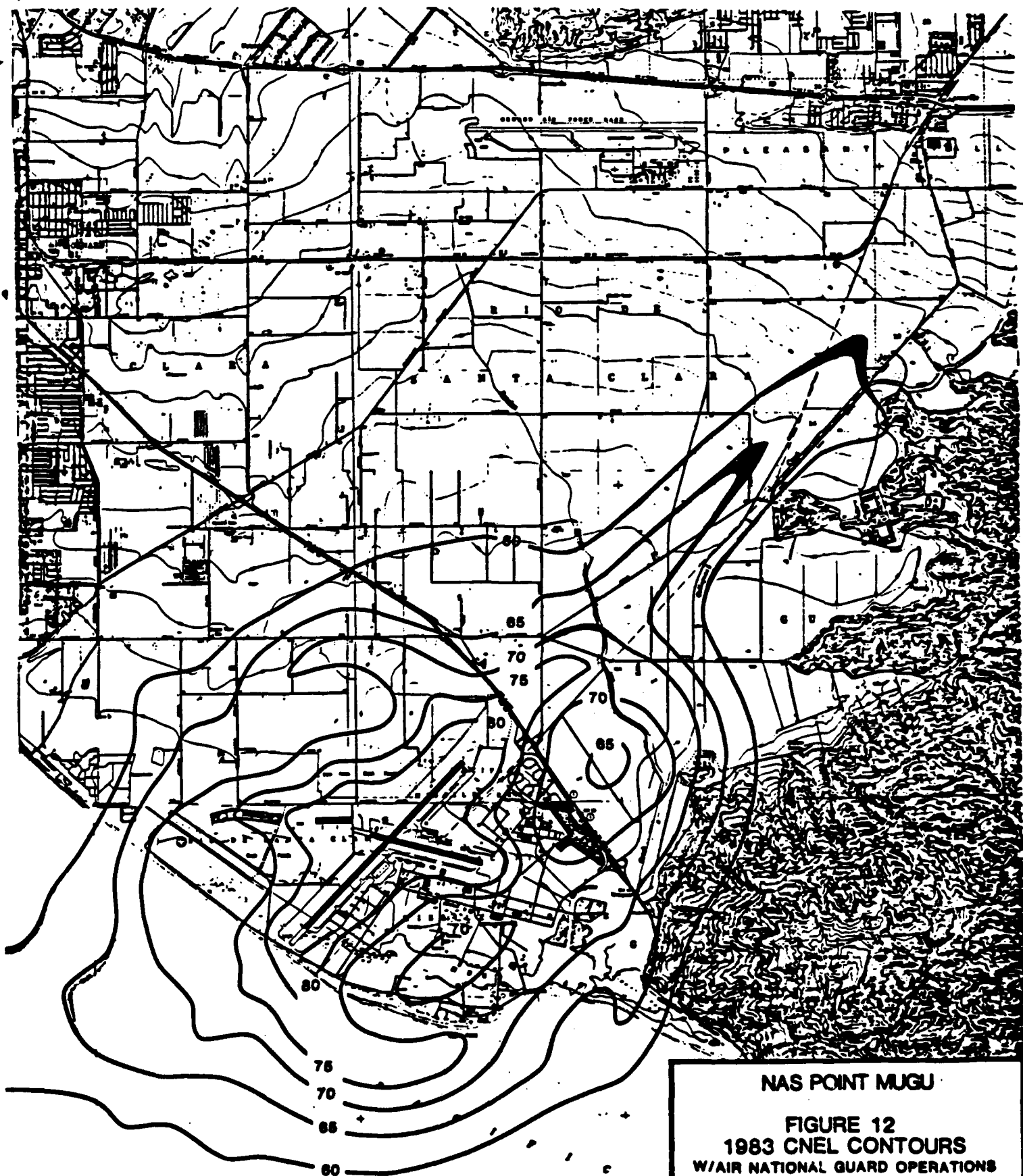
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NOTE: BASED UPON 72,900 ANNUAL OPERATIONS FROM
SEPTEMBER 1983 THROUGH AUGUST 1984

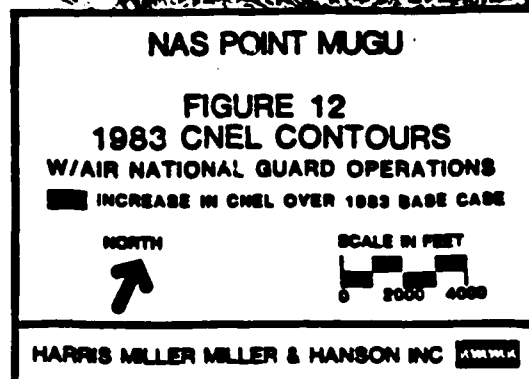
SOURCE: AIRCRAFT NOISE SURVEY, NAVAL
AIR STATION, POINT MUGU, APRIL 1985





NOTE: ASSUMES A WORST CASE OF
76 C-130 OPERATIONS PER DAY

SOURCE: AIRCRAFT NOISE SURVEY, NAVAL
AIRSTATION, POINT MUGU, APRIL 1985



APPENDIX VIII

**ENVIRONMENTAL ASSESSMENT OF A
SITE WITHIN THE LIMITS OF AF PLANT #42**

SECTION A
ASSESSMENT

APPENDIX VIII

ENVIRONMENTAL ASSESSMENT OF A SITE WITHIN THE LIMITS OF AF PLANT #42

During the review period of the Draft Environmental Impact Statement on the Relocation of the 146th TAW, the Department of the Air Force determined that a parcel of land on the southern boundary of AF Plant #42, along Avenue P in Palmdale, could be made available to the Air National Guard. This site, comprising some 550 or more acres (see figure following page VIII-5), constitutes more than enough land for the construction of a new base.

This site was assessed with respect to potential environmental impacts resulting from relocation. The method of assessment included use of a systematic environmental checklist and a comparison of the potential effects on this site with effects likely to result from relocation to the site assessed previously. The results of this analysis are summarized below. Detailed supporting studies for those parameters which required new field surveys, including surface transportation, biological resources and cultural resources, are attached following the summary text.

Most of the environmental effects associated with the 550 acre site are similar to those examined at the original 250 acre site located to the northwest. The summary below identifies those cases and refers the reader to the FEIS text.

NOISE

The noise environment and the potential noise effects resulting from relocation to this site are nearly identical to the conditions and impacts for the original AF Plant #42 site which are described in the text. Similar to the original site, the engine test cell should be located in the interior of the base to protect nearby scattered residential uses from engine ground run-up noise.

LAND USE CONDITIONS AND PLANNING PROGRAMS

Existing residential uses are scattered to the south of the new Palmdale site, a cluster of residential development is located along East 10th Street out one half mile to the southwest, and a sewage treatment plant is located about one quarter mile to the southeast (Figure III-20). The entire area including the proposed site and all immediately abutting land is General Planned for Institutional use, for airport and airport-related purposes (Figure III-24). Based upon existing planning and zoning the relocated Air National Guard base would be considered a compatible use resulting in no significant land use impacts.

SOCIOECONOMICS

Existing conditions and environmental effects at this site are the same as those described for the original Palmdale site. Key factors are the limited size of the recruitment base and the potential loss of key unit personnel.

SURFACE TRANSPORTATION

Traffic accessing and egressing the new Palmdale site would use Avenue P to and from the Antelope Valley Freeway. Avenue P is a four-lane arterial street having sufficient capacity to handle the peak weekday and weekend volumes generated by the operation of the ANG base.

A more detailed discussion of this analysis is attached as Section B following this summary.

SAFETY/SECURITY

This site is within the fenced limits of existing AF Plant #42 and therefore provides an excellent environment for security.

Existing conditions and impacts with respect to safety and airspace considerations at this site are identical to those described in the text for the original Palmdale site.

AIR QUALITY

The existing air quality at this site and anticipated effects on air quality as a result of relocation are identical to those described for the original site.

FLOOD CONTROL

This site is located within an area for which flood plain maps are not available. The Federal Emergency Management Agency (FEMA) does not map the 100-year flood plain on sites which are Federally-owned. Of the areas which are mapped, a 100-year flood plain is shown to abut the site on its western boundary (Figure III-43). This flood plain could possibly intrude into the site. Because of the flatness of the Antelope Valley such flooding areas represent locations of heavy sheet flow during major storm events. Mitigation for a potential flooding impact on this site would require that facilities be sited and designed to assure that all buildings, roadways, aprons and taxiways will be above the 100-year storm elevation.

GROUNDWATER RESOURCES

Existing conditions and environmental effects at this site would be the same as described in the text for the original site adjacent to AF Plant #42.

REGIONAL SEISMICITY

Although the site is slightly closer to the San Andreas Fault, the existing conditions and impacts at this site would not be substantially different than those described in the text for the original site.

BIOLOGICAL RESOURCES

The vegetation and wildlife on the new Palmdale site is not biologically sensitive or significant. No significant adverse effects on biological resources would result from the relocation to this site. The results of a biological survey of this site are provided in Section C following this summary.

WATER SUPPLY AND WASTEWATER

The existing conditions and anticipated environmental effects at this location are the same as those described in the text for the original Palmdale site. No significant adverse effects are anticipated.

CULTURAL RESOURCES

There are several historic resources which were identified during an onsite survey of the new AF Plant #42 site. None of these resources appear to be eligible for the National Register of Historic Places. Given the large size of the available parcel, these resources can easily remain undisturbed by designing facilities to avoid them. Excerpts from the Cultural Resources survey report are included in Section C.

AGRICULTURE

There are no existing agricultural uses on this site. Although, the soils on this site are largely classified within Soil Capability Classification I and II when irrigated, for dryland farming they are all classified in Capability Classification VII. Given that there is not enough low cost water supply to support profitable irrigated farming in the Antelope Valley, development of the new Palmdale site for an Air National Guard base should not directly constitute an adverse impact upon prime agricultural soils.

This site is wholly owned by the Department of Defense and, although currently vacant, is intended for ultimate use by DOD. The land is planned for institutional uses and zoned for airport-related use. The combination of lack of water, current DOD ownership, General Plan and zoning designations results in the conclusion that construction of ANG facilities on any portion of this site would not constitute a significant impact upon existing agriculture or upon prime agricultural land as defined under the Federal Farmland Protection Policy Act.

AESTHETICS

Existing conditions and impacts for this site are identical to those described in the text for the original site adjacent to AF Plant #42.

HAZARDOUS MATERIALS

Existing conditions and anticipated environmental effects at this site are anticipated to be identical to those described in the text for the original site.

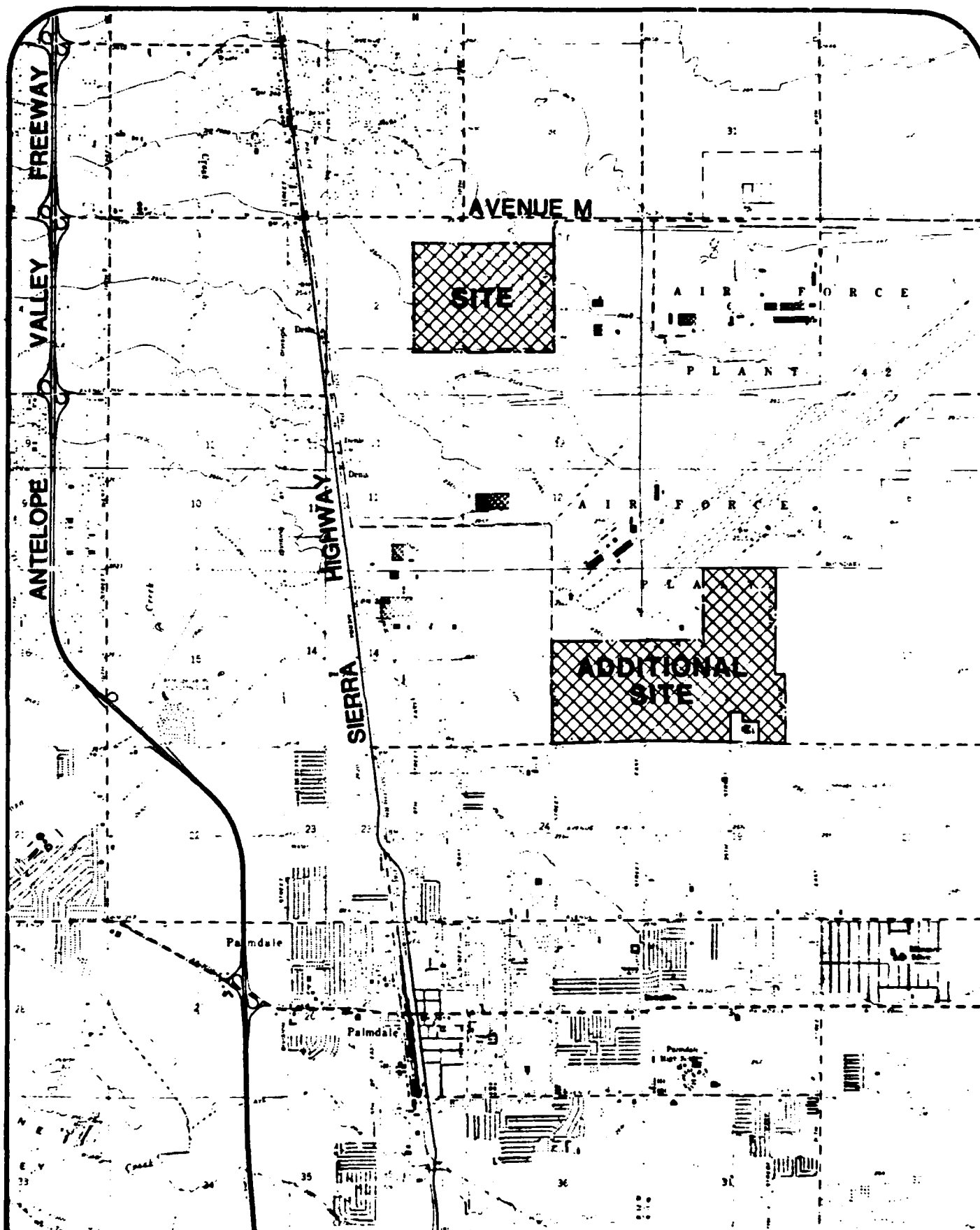
UTILITIES

Similar to the conditions and effects described in the text for the original site, all utilities and services would be available and no significant adverse effects are anticipated.

SUMMARY

The limited size of the recruitment base, the possible loss of key unit personnel and the potential for safety and airspace problems associated with future development of Palmdale International Airport are environmental effects associated with this new Palmdale site which are identical to those for the original site. Those environmental effects which would result from development of an ANG base at this site located within the boundaries of AF Plant #42 which are different from the effects described for the original Palmdale site are as follows:

1. Additional traffic on Avenue P, primarily limited to one weekend per month although resulting traffic volumes will not exceed design capacity. The impact will not, therefore, be significant.
2. Potential problems with onsite flooding which can constrain site engineering design.
3. Presence of historic resources on the site, although disturbance to these sites can be avoided.
4. Presence on-site of soils which are classified as prime agricultural, when irrigated. The combination of the unavailability of water, current Department of Defense ownership, and General Plan and zoning designations results in the conclusion that no significant impact on prime agricultural soils would occur.



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AF PLANT #42 VICINITY MAP

SECTION B
SURFACE TRANSPORTATION ANALYSIS

**TRAFFIC IMPACTS OF THE NEW
SITE WITHIN LIMITS OF AF PLANT #42**

If the ANG Base were located at the new site within the limits of AF Plant #42 using the existing entrance at Avenue P, the primary traffic impacts would be shifted from Avenue M, as addressed in the DEIS, to Avenue P. Impacts to the other streets and highways serving the site would be virtually the same as presented in the original analysis. The following paragraphs discuss the existing conditions and traffic impacts to Avenue P.

Avenue P is an east-west, four-lane arterial street which abuts the southern boundary of AF Plant #42. It serves as a direct access route between the Antelope Valley Freeway (Route 14) and the base entrance. There is an Avenue P interchange at the Freeway, with direct on and off ramps provided for traffic to and from the south. The ramps to and from the north are accessed via 10th Street, which intersects Avenue P approximately 1/4 mile west of the southbound ramps. Between the Route 14 Freeway and the base entrance, there are two signalized intersections: Avenue P at Sierra Highway and Avenue P at the entrance to the Lockheed Aircraft Assembly Facility. The proposed ANG entrance would be at the existing Palmdale Air Terminal entrance located on Avenue P at 20th Street.

The existing traffic volumes on Avenue P were obtained from the City of Palmdale and by conducting manual peak hour traffic counts. The existing traffic volumes are:

EXISTING TRAFFIC VOLUMES

<u>Avenue P</u>	<u>Average Daily Traffic</u>	<u>Peak Hour Traffic</u>
- West of Sierra Highway	7,600	1,100
- West of ANG Entrance	7,000	1,050
- East of ANG Entrance	6,300	940

For the analysis it is assumed that weekend volumes are 90 percent of the weekday volumes, and that traffic volumes will increase 20 percent between now and 1988.

The traffic analysis for the Avenue P entrance scenario assumes the same trip generation and distribution characteristics as used for the Avenue M entrance scenario, except of course, that traffic would access the base from P Street. Table 1 illustrates a comparison of traffic volumes with and without the proposed ANG Base for weekdays and weekends. Avenue P would experience major increases in traffic volumes between the ANG Base entrance and the Route 14 Freeway.

A volume to capacity ratio and level of service analysis was conducted, as shown on Table 2. The table indicates that Avenue P has excess capacity and would operate at an acceptable level of service with the ANG Base traffic. On one weekend per month, there would be localized traffic impacts at and around the entrance to the ANG Base as commuters arrive at and leave the Base. However, no overall significant traffic impacts would result.

To mitigate the entrance congestion at peak arrival and departure times, auxiliary entrances/exits could possibly be used to spread out the point of impact. The main entrance should be improved to have two inbound and two outbound lanes, double left turn lanes into the site from eastbound Avenue P, and a westbound acceleration/merging lane on Avenue P extending westerly from the entrance. A traffic signal at the entrance is not warranted based on projected traffic volumes.

TABLE 1. COMPARISON OF TRAFFIC VOLUMES
AF PLANT #42 - AVENUE P ENTRANCE

	Daily Traffic			Peak Hour Traffic		
	1988	1988	%	1988	1988	%
	w/o ANG Base	w/ANG Base		w/o ANG Base	w/ANG Base	
<hr/>						
Avenue P - Weekday						
- West of Sierra Highway	9,100	9,870	8%	1,320	1,645	25%
- West of ANG Entrance	8,400	9,190	9%	1,260	1,595	27%
- East of ANG Entrance	7,600	7,610	0%	1,130	1,135	0%
Avenue P - Weekend						
- West of Sierra Highway	8,200	10,860	32%	1,190	2,450	106%
- West of ANG Entrance	7,600	10,320	36%	1,130	2,410	113%
- East of ANG Entrance	6,800	6,880	1%	1,020	1,060	4%

**TABLE 2. VOLUME/CAPACITY (V/C) RATIOS AND LEVELS OF SERVICE
AF PLANT #42 - AVENUE P ENTRANCE**

	1988 V/C w/o ANG Base	Level of Service	1988 V/C w/ANG Base	Level of Service
Avenue P - Weekday				
- West of Sierra Highway	0.33	A	0.41	A
- West of ANG Entrance	0.32	A	0.40	A
- East of ANG Entrance	0.28	A	0.28	A
Avenue P - Weekend				
- West of Sierra Highway	0.30	A	0.61	B
- West of ANG Entrance	0.28	A	0.60	B
- East of ANG Entrance	0.26	A	0.27	A

SECTION C
BIOLOGICAL RESOURCES INVENTORY

BIOLOGICAL RESOURCES AIR FORCE PLANT #42 (SOUTH SIDE)

INTRODUCTION

A biological survey was completed on the afternoon of June 14 and the morning of June 15, 1985 over the AF Plant No. 42 (south side) property, south of existing hangars, runways, and the Palmdale Air Terminal. The site appears relatively flat (an average fall of about 7 feet per 1,000 feet from the southwest to the northeast), with elevations of 2,580 to 2,527.

VEGETATION AND PLANT COMMUNITIES

There is virtually no native vegetation on the site. The site is periodically mowed to keep weedy plant cover low. The 1968 Soil Conservation Service aerial photos show the distribution of cultivated or recently cultivated fields at the site.

Field bindweed (Convolvulus arvensis), a common perennial weed of cultivated areas still persists in these dry fields. The area east of 20th Street East, with the Hesperia fine sandy loam soil (HkA), probably has never been cultivated. This area does not appear as cultivated and still has remnant native shrubs. These scattered native shrubs include Nevada Mormon tea (Ephedra nevadensis), cheese bush (Hymenoclea salsola), matchweed (Gutierrezia microcephala), peach thorn (Lycium cooperi), and creosote bush (Larrea tridentata) and are only 4-inch tall clumps of stems. Due to constant mowing, scattered short individuals of the native herbaceous perennials apricot mallow (Sphaeralcea ambigua) and common corethrogyne (Corethrogyne filaginifolia) are growing in the uncultivated areas.

The vegetation appears visually as mowed grassy field; it is dominated by annual weed, European grasses, red brome (Bromus rubens), downy brome (Bromus tectorum) and foxtail barley (Hordeum leporinum). A number of broadleaf European weedy species are found in the grassy fields. These broadleaf species are uncommon. Only a few native annual broadleaf species were distributed across the site, these included royal desert and bajada lupine (Lupinus odoratus and Lupinus concinnus), angle-stemmed buckwheat (Eriogonum angulosum), and desert gilia (Gilia ochroleuca). These annual species of vegetation were dead due to the lack of soil moisture at this, the end of the growing season. Several shallow depressions, higher in clay content than the surrounding grassy fields, included round tumbleweed, Russian thistle (Salsola iberica).

Highly disturbed areas on-site support very little plant growth. The dirt roadways, along 1/4 sections fence lines and bordering the fields are particularly barren. A drainage ditch cuts diagonally across the area south of the Air Terminal. Species in the drainage include dove weed (Eremocarpus setigerus), jimsonweed (Datura meteloides) and annual sunflower (Helianthus annuus), species characteristic of open disturbed habitats.

WILDLIFE

Very few species of animals and few individuals of those species were observed. The species that were observed were the most common in the region and are the

BIOLOGICAL SPECIES LIST
PLANT SPECIES IDENTIFIED AT
PALMDALE AF PLANT #42
(SOUTH SIDE)

KEY

Importance

A Abundant
 C Common
 F Fragment
 O Occasional
 I Infrequent

Habitat/Association

F Mowed Fields

Status

*Non-native species

F

GNETAE

Ephedraceae - Joint Fir Family

Ephedra nevadensis

Nevada Mormon Tea

I

DICOTYLEDONES

Amaranthaceae - Amaranth Family

*Amaranthus Albus

Tumbling Pigweed

I

Asteraceae - Sunflower Family

Ambrosia psilostachya

Western Ragweed

I

Corethrogyne filaginifolia

Common Corethrogyne

I

Gutierrezia microcephala

Matchweed

I

*Lactuca serriola

Prickly lettuce

I

<u>Lasthenia chrysostoma</u> Coast Goldfields	I
<u>Helianthus annus</u> Annual Sunflower	I
<u>Hymenoclea salsola</u> Cheese Bush	I
Boraginaceae - Borage Family	
<u>Amsinkia tessellata</u> Interior Fiddleneck	I
<u>Pectocarya penicillata</u> Winged Pectocarya	I
Brassicaceae - Mustard Family	
* <u>Brassica geniculata</u> Short-podded Mustard	I
* <u>Descurainia sophia</u> Flixweed	I
* <u>Sisymbrium altissimum</u> Tumbling Mustard	I
* <u>Sisymbrium irio</u> London Rocket	I
Chenopodiaceae - Saltbush Family	
* <u>Chenopodium album</u> Lambsquarters	I
* <u>Salsola iberica</u> Russian Thistle	F
Convolvulaceae - Morning-glory Family	
* <u>Convolvulus arvensis</u> Field Bindweed	O
Euphorbiaceae - Euphorbia Family	
<u>Eremocarpus setigerus</u> Dove Weed	O
<u>Euphorbia albomarginata</u> Rattlesnake Weed	O
Fabaceae - Pea Family	
<u>Lupinus concinnus</u> Bajada Lupine	F

<u>Lupinus odoratus</u> Royal Desert Lupine	O
Geraniaceae - Geranium Family	
* <u>Erodium cicutarium</u> Red-stemmed Filaree	F
Malvaceae - Mallow Family	
<u>Sphaeralcea ambigua</u> Apricot Mallow	O
Polemoniaceae - Phlox Family	
<u>Eriastrum diffusum</u> Diffuse Woolly-star	I
<u>Gilia ochroleuca</u> Desert Gilia	I
Polygonaceae - Buckwheat Family	
<u>Eriogonum angulosum</u> Angle-stemmed Buckwheat	O
Solanaceae - Nightshade Family	
<u>Datura meteloides</u> Jimsonweed	I
<u>Lycium cooperi</u> Peach Thorn	I
Zygophyllaceae - Caltrop Family	
<u>Larrea tridentata</u> Creosote Bush	I
<u>MONOCOTYLEDONES</u>	
Poaceae - Grass Family	
* <u>Bromus rubens</u> Red Brome	A
* <u>Bromus tectorum</u> Downy Brome	C
* <u>Hordeum leporinum</u> Farmers Foxtail	A

SECTION D
CULTURAL RESOURCES REPORT

**VAN NUYS AIR NATIONAL GUARD RELOCATION STUDY
AIR FORCE PLANT # 42, PALMDALE
SUPPLEMENTAL REPORT: STAGE 2**

FOR:

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INTRODUCTION

This document is submitted at the request of Sylvia Salenius of PRC Engineering and encompasses the results of a second stage of investigation of property for the relocation of the Van Nuys Air National Guard. The first stage, which included three proposed locations, was concluded by Scientific Resource Surveys (SRS) in 1984.

The Stage 2 effort, completed in June 1985, included a review of the literature and maps pertinent to the new project area, an archaeological records search, and an intensive pedestrian survey of a fourth land parcel, located within the limits of the Air Force Plant #42, Palmdale. This property is referred to as Area B in this report to distinguish it from another area (A), situated to the northwest of the Plant, which was considered in the 1984 study.

This investigation resulted in the location of two prehistoric isolates and three historic loci. The following report outlines this research program, presents its results, and offers recommendations for measures to mitigate the effects of the proposed development, thereby fulfilling the archaeological requirements of the County of Los Angeles, the State of California, and the United States government.

LOCATION AND DESCRIPTION

During Stage 2, the parcel (Area B) to be considered for the relocation of the Van Nuys Air National Guard consists of ca. 229 ha (565 ac) within the southernmost portion of the military reservation (Figures 1 and 2). The property is bounded on the west by 15th Street East and on the south by Avenue P, except where the south gate to the Plant and the Federal Aviation Administration offices are located--northeast of the intersection of 25th Street East and Avenue P. The Palmdale Airport terminal and parking areas lie outside of the western part of the northern project boundary. A northward extension runs east of the runway and taxiways which lie east of the terminal. The study area occupies the southeast portion of Section 13, T6N R12W, and the southwestern and central portions of Section 18, T6N

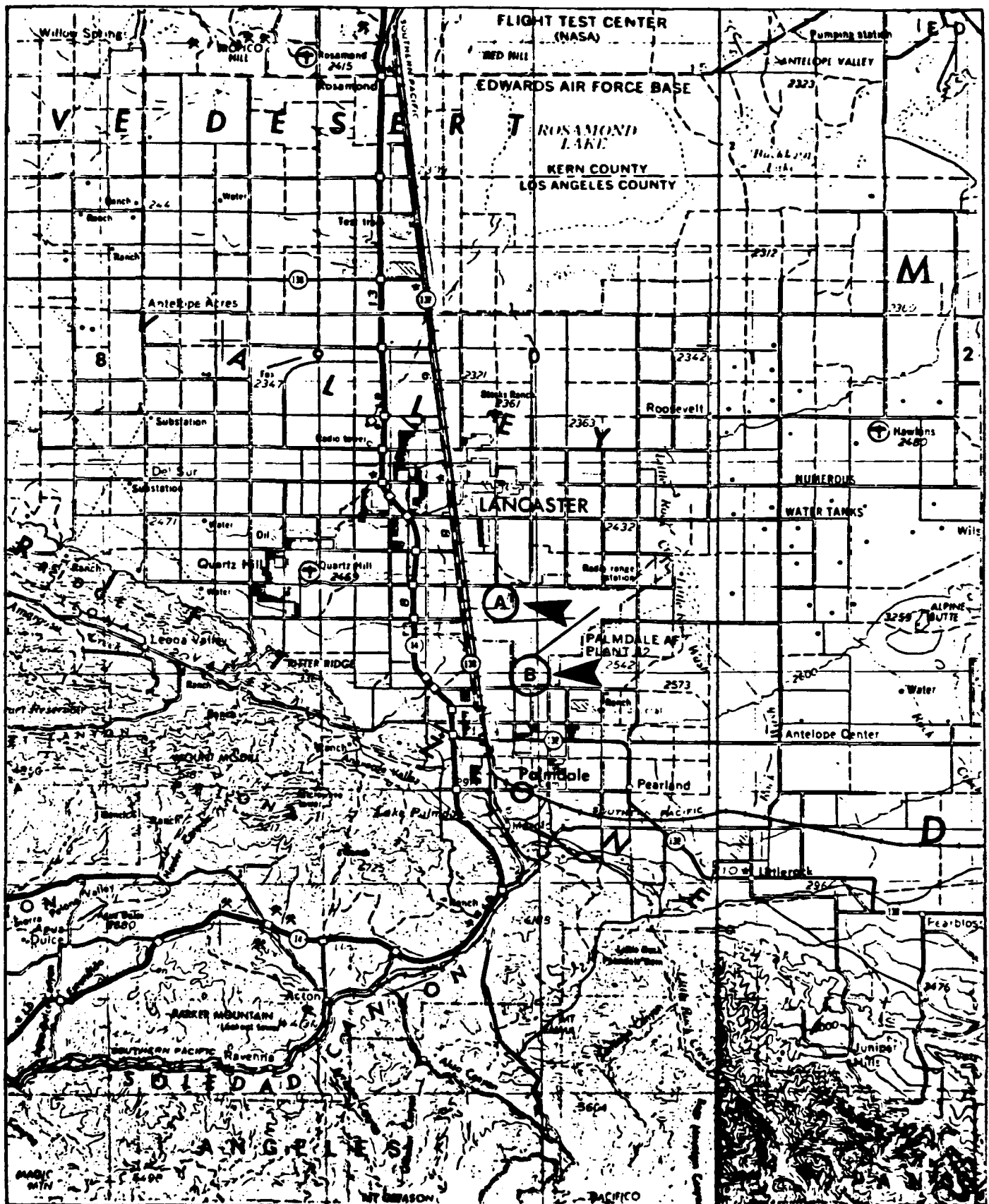


Figure 1. General Location of Project Areas A and B, at Palmdale, California, from U.S.G.S. Los Angeles (1975) and San Bernardino (1969) Quadrangles.
Scale: 1" = 4 miles

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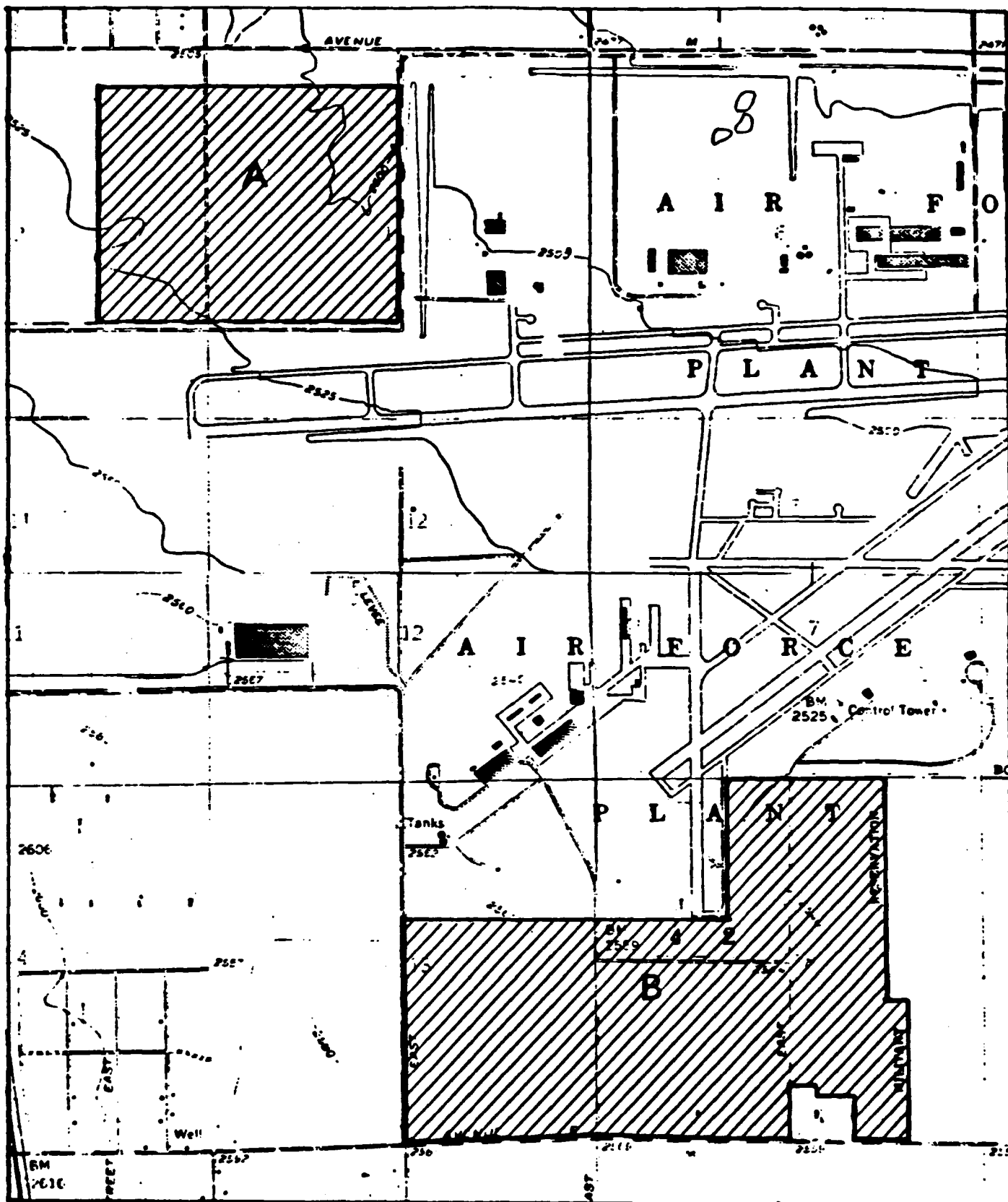


Figure 2. Specific Locations of Project Areas A and B, at Air Force Plant #42, Palmdale, California, from U.S.G.S. Lancaster East (1974) and Palmdale (1974) Quadrangles.
Scale: 1" = 2000'

R11W, USGS 7.5 minute Palmdale Quadrangle (1958, photorevised 1974). The north-south running fences lining 20th and 25th Streets East divide the parcel into three blocks, which were designated 1-3 from west to east and surveyed in that order.

Area B is situated on the flat valley floor, which rises gently from an elevation of 770 m (2,525 ft) in the northeast to 787 m (2,580 ft) in the southwest corner. The sediment consists of recent alluvium of light brown silty sand with a moderate amount of gravel up to 5 cm (2 in) in diameter. The gravel pebbles are mostly quartz and biotite and are unsuitable as a prehistoric source of raw material. The sediment appears to be the product of sheet wash from the San Gabriel Mountains to the south.

All of Area B was cultivated prior to its acquisition by the Air Force (Mike Graziano, personal communication 1985) and is now kept closely mown. The present vegetation consists of filaree (Erodium sp.) and cheat grass (Bromus sp.) whose clipped tops create a thick mat over large patches of the surface. No plants over 10 cm tall are left standing. The ground visibility ranges from 0-75 percent, but is only 0-20 percent over most of the property. The area probably once supported Joshua tree woodland and creosote bush scrub ecotone species (Munz 1974).

Besides plowing, another agricultural disturbance to the property is a now unused subterranean irrigation system of concrete pipe which is visible in places in all three blocks. Block 2 appears to be slightly rolling, but this is the result of overgrown roads and filled ditches. Some remnants of asphalt roads remain in the northwest and southeast corners of the block. This section is also crossed by a man-made drainage (ca. 15 m wide and 2 m deep) running from the southwest to the northeast. The road and drainage illustrated in Block 2 on the USGS Palmdale Quadrangle (1958) are gone and a gas pipeline now passes through the area in their place.

The northern extension of Block 2, between the runways and 25th Street East, contains large amounts of broken up and deteriorating asphalt and other fairly recent mechanical-shop trash. This area is labeled "Aero

Services, Inc., Glendale Airport" on a 1945 map of the Palmdale Army Airfield (Mike Graziano, personal communication 1985).

PREVIOUS INVESTIGATIONS

The Stage 2 record search, conducted by SRS at the Institute of Archaeology, University of California, Los Angeles, revealed that the property adjoining Area B, Air Force Plant #42, Palmdale, on the east and south was surveyed in 1973 and 1980 (Arthur D. Little, Inc., 1976; Dosh and Weaver 1980). This work resulted in the recording of one prehistoric site and several prehistoric isolates. Only one of the isolates, a quartz core, was located less than one mile from Area B.

SURVEY METHODS

On June 26-27, 1985, M. Hemphill (field director), L. Carbone, D. Reeves, and C. Reeves accomplished an intensive pedestrian survey of Area B. The crew walked parallel transects spaced at 20-25 m intervals in Block 1. The outer margin of each set was marked by pin flags which were then retrieved by the inside surveyor on the return sweep. The same procedure was used in Blocks 2 and 3, but the transect interval was widened to 25-30 m. This interval was appropriate after the completion of Block 1 due to the unchanging openness of the terrain and the condition of the vegetation.

SURVEY RESULTS

The Stage 2 inspection of Area B on the Air Force Plant #42, Palmdale, resulted in the location of two prehistoric isolates [SRS-688-2-1(1) and SRS-688-2-2(1)] and three historic loci (SRS-688-2-H1, SRS-688-2-H2, and SRS-688-2-H3).

SRS-688-2-1(1) is a unifacial scraper-like tool (8.0 cm x 5.5 cm x 1.75 cm) manufactured of dendritic, marbled grey, black, pink, brown, beige, and orange chert. The item was made by removing flakes from 80 percent of the

margin of a large flake, including the platform, creating a steep edge angle. The tool was located in Block 1 in a somewhat deflated area where the vegetation was minimal and several small cobbles (unmodified) were visible. It had been broken in place, perhaps by a tractor tire, so that it appeared to be whole until it was moved. The surrounding area was inspected by walking systematic transects spaced at 1-2 m intervals, but no other cultural material was found. The artifact was collected.

SRS-688-2-2(I) was found in the northern extension of Block 2, about 12 m east of the existing eastern north-south runway, 20 m south of the diagonal road shown on the USGS Palmdale Quadrangle (1958), and on the western edge of a deteriorating asphalt strip (a remnant of the above mentioned Aero Service, Inc.). This prehistoric isolate is a dacite core (ca. 6 cm x 6 cm x 3 cm) and could be the result of mechanical disturbance; however, the material is uncommon, supporting the conclusion that it is a prehistoric artifact. A close-transect inspection of the area revealed no more prehistoric items. The core was collected.

Locus H1 consists of four concrete and asphalt foundations/slabs located in the southwest corner of Block 1 at the intersection of 15th Street East and P Avenue. One of the "floors" (S2, ca. 16 m x 6 m) is lined with cement blocks and steel reinforcement rods. S1 (ca. 27 m x 15 m) has a small concrete area, slightly less than one-quarter of the floor space, in the northeast quadrant. The rest of the floor is asphalt, with concrete pads and steel connectors for the roof supports. S3 (ca. 10 m x 5 m) is an undistinguished concrete slab, and S4 (ca. 4 m x 2 m) is a small, disintegrating rectangular concrete block. The area has been cleaned up well--little trash and no debris remain. A square nail, several types of wire nails, and some glass and ceramic fragments were collected. The location is marked on the USGS Palmdale Quadrangle (1958), but whether the buildings were standing at the time is unknown. Most of the collected material could have been manufactured any time between the late 1900s and the present. The buildings were probably connected with the farming operation.

Locus H2 appears to be the remains of a structure shown on the USGS Palmdale Quadrangle (1958). Today, there is a slight depression (ca. 5 m x 10 m) and a sparse scatter of wooden post pieces, one 50 cm long piece of planking with a wire nail in it, and one 25 cm square of galvanized tin. The area is cleaner than the H1 location, and no associated temporally diagnostic artifacts were found. The whole scatter is very light and encompasses an area of about 30 m x 15 m.

Locus H3 is a historic household-trash scatter in the north-central portion of Block 3. The material probably used to be more contained, but is now dispersed over a 50 m x 30 m area as a result of plowing and/or mowing. The densest portion of the scatter is in a depression (2 m x 2 m), and the trash could have been originally dumped into a hole. Noted artifacts include: over 100 tin cans of various shapes and sizes; broken milk, wine and whiskey-type bottles; crockery, china, and porcelain sherds; glass dish fragments; small mechanical parts; solarized and cobalt glass; what appears to be an old alarm clock; sardine and tobacco cans; a 1921 California car license plate; some embossed can lids; and a brass pin engraved with "Licensed Solicitor, Number 216, Los Angeles County." All makers marks found on cans, bottles, and ceramics were collected, as well as other temporally diagnostic items, including the pin, license plate, and representative decorated sherds. The artifacts date from the late 1930s and the 1940s, indicating that the last deposit made at H3 was probably in the early 1940s. At this time, there is no evidence for a possibly associated structure any closer than that identified as locus H2. The land adjacent to H3 to the east is now occupied by a Rockwell Industries compound that stretches for more than one-half mile north-south.

RECOMMENDATIONS

As isolated artifacts, SRS-688-2-1(I) and SRS-688-2-2(I) neither require nor warrant further investigation or management. These artifacts have been collected and removed for analysis and curation.

At this time, none of the three historic loci (SRS-688-2-H1, SRS-688-2-H2, and SRS-688-2-H3) appear to be eligible for inclusion on the National

Register of Historic Places. A site must be more than 50 years old to be included, and most of the collected artifacts date to the 1930s and 1940s. However, it is recommended that all three loci be avoided. Due to the extent of historic activity in the Plant #42 area (Scientific Resource Surveys, Inc., 1984), an archaeologist should monitor grading in the event other historic materials are located. An information recovery program is recommended which would include: (1) careful monitoring by a qualified archaeologist during grading or other destructive processes to document and/or collect significant artifacts and/or features as they are exposed, and (2) the archaeologist being empowered to temporarily divert, redirect, or halt the destructive process in order to adequately recover such cultural materials, and (3) upon discovery of a historic feature which is of an age to qualify for inclusion on the National Register, an archival search should be undertaken to determine whether the entity is important in the history of the region.

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